

Griswold

Main Street-North Main Street (State Route 12) between Newent Road and Green Avenue

October 19, 2016





Acknowledgements:

OFFICE OF INTERMODAL PLANNING BUREAU OF POLICY AND PLANNING CONNECTICUT DEPARTMENT OF TRANSPORTATION

With assistance from AECOM Transportation Planning Group

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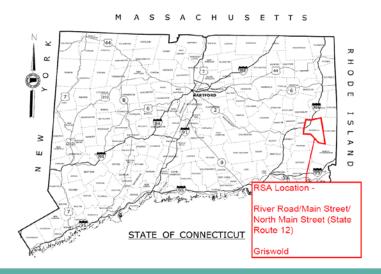
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The Connecticut Department of Transportation (CTDOT) is undertaking a Community Connectivity Program that focuses on improving the state's transportation network for all users, with an emphasis on bicyclists and pedestrians. A major component of this program is conducting Road Safety Audits (RSA's) at selected locations. An RSA is a formal safety assessment of the existing conditions of walking and biking routes and is intended to identify the issues that may discourage or prevent walking and bicycling. It is a qualitative review by an independent team experienced in traffic, pedestrian, and bicycle operations and design that considers the safety of all road users and proactively assesses mitigation measures to improve the safe operation of the facility by reducing the potential crash risk frequency or severity.

The RSA team is made up of CTDOT staff, municipal officials and staff, enforcement agents, AECOM staff, and community leaders. An RSA Team is established for each municipality based on the requirements of the individual location. They assess and review factors that can promote or obstruct safe walking and bicycling routes. These factors include traffic volumes and speeds, topography, presence or absence of bicycle lanes or sidewalks, and social influences.

Each RSA was conducted using RSA protocols published by the Federal Highway Administration (FHWA). For details on this program, please refer to www.ctconnectivity.com. Prior to the site visit, area topography and land use characteristics are examined using available mapping and imagery. Potential sight distance issues, sidewalk locations, on-street and off-street parking, and bicycle facilities are also investigated using available resources. The site visit includes a "Pre-Audit" meeting, the "Field Audit" itself, and a "Post-Audit" meeting to discuss the field observations and formulate recommendations. This procedure is discussed in the following sections.



1 Introduction to River Road/Main Street/North Main Street, Griswold RSA

The Town of Griswold submitted an application to complete an RSA on River Road, Main Street and North Main Street (State Route 12) to improve safety for pedestrians and bicyclists travelling to and from the various sites located in study area. The Town of Griswold's application notes that the River Road/Main Street/North Main Street corridor contains a mix of retail, commercial and residential uses that generate both vehicular and pedestrian traffic in the RSA study area. The land uses include banks, restaurants, retail businesses, service oriented businesses, the town hall offices, medical offices, a church and a library. There are two retail centers within walking distance and housing complexes also exist within or adjacent to the study corridor. The Southeast Area Transit (SEAT) District serves the RSA study corridor with the #8 bus.

The application describes the various land uses in the RSA corridor and notes that ADA accommodations throughout the corridor are a concern. To help address some of the town's concerns, Griswold and the Borough of Jewett City began the Community Connectivity Program to aid in the reinstatement of Main Street as a viable venue for social, educational, employment and economic activity. To help address some of the concerns, the Town of Griswold Economic Development Commission adopted the Jewett City Main Street Corridor Streetscape Improvement Master Plan in 2011. The five guiding principles of the plan include: enhancing visual character, improving safety, encouraging local investment, coordinating public and private initiatives, and creating a Jewett City brand.

The application also noted that sidewalks are provided on both sides of the Main Street corridor, but that the conditions of sidewalks are a concern.

1.1 Location

The RSA site is the section of Route 12 (River Road, Main Street and North Main Street) between Newent Road (Route 138) and Green Avenue (Figure 1). The RSA focused on Main Street between the bridge over the Pachaug River and Green Avenue. The section of River Road south of Newent Road was not inventoried as part of the RSA. The Average Daily Traffic (ADT) on Main Street is 10,800 vpd, while North Main Street has an ADT of 6,800 vpd. The intersections of River Road and Newent Road; Main Street and Slater Avenue; and Main Street, Tracy Avenue and Ashland Street are signalized. The other intersections in the RSA corridor are stop controlled with side street stop signs. The RSA corridor contains several driveways serving retail and commercial businesses, adding complexity to walking and bicycling maneuvers through the area. Figure 2 shows the regional context of the study area.

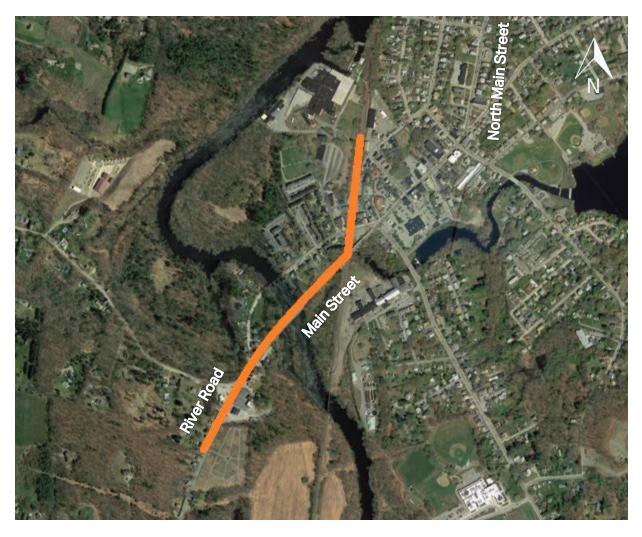


Figure 1. River Road, Main Street, North Main Street, Griswold

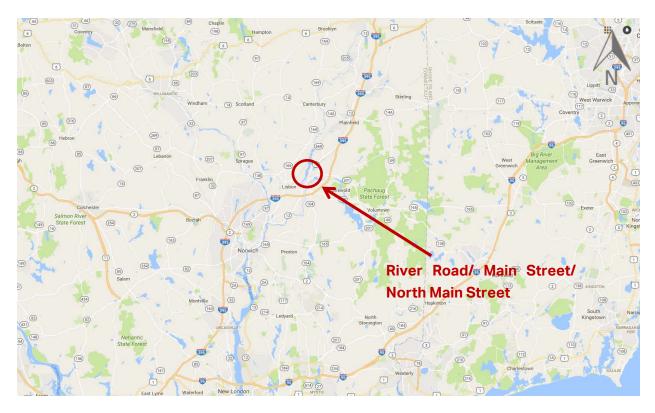


Figure 2. Study Area - Regional context

2 Pre-Audit Assessment

2.1 Pre-Audit Information

As noted above, traffic volumes are moderate along the entire RSA corridor, with Main Street experiencing the highest volumes.

Between 2012 and 2014, there were 70 crashes reported in the RSA corridor. The majority of crashes (84%) reported in this area resulted in property damage only; however, 11 crashes did result in injury (Table 1). There were two crashes involving pedestrians. Rear-end crashes were the predominant (33%) crash type in the study area, which is typical along corridors experiencing congestion during peak commuter periods (Table 2). Additionally, there were 11 sideswipe-same direction and 10 turning-intersecting paths crashes. Figure 3 displays crashes that occurred in this area during 2015.

Severity Type	Number of Aco	cidents
Property Damage Only	59	84%
Injury (No fatality)	11	16%
Total	70	

Table 1. Crash severity 2012-2014

Source: UConn Connecticut Crash Data Repository

Manner of Crash / Collision Impact	Number o	of Accidents
Unknown	0	0%
Sideswipe-Same Direction	11	16%
Rear-end	23	33%
Turning-Intersecting Paths	10	14%
Turning-Opposite Direction	4	6%
Fixed Object	8	11%
Backing	3	4%
Angle	1	1%
Turning-Same Direction	1	1%
Moving Object	1	1%
Parking	3	4%
Pedestrian	2	3%
Overturn	0	0%
Head-on	0	0%
Sideswipe-Opposite Direction	3	4%
Miscellaneous- Non Collision	0	0%
Total	70	

Table 2. Crash type 2012-2014

Source: UConn Connecticut Crash Data Repository

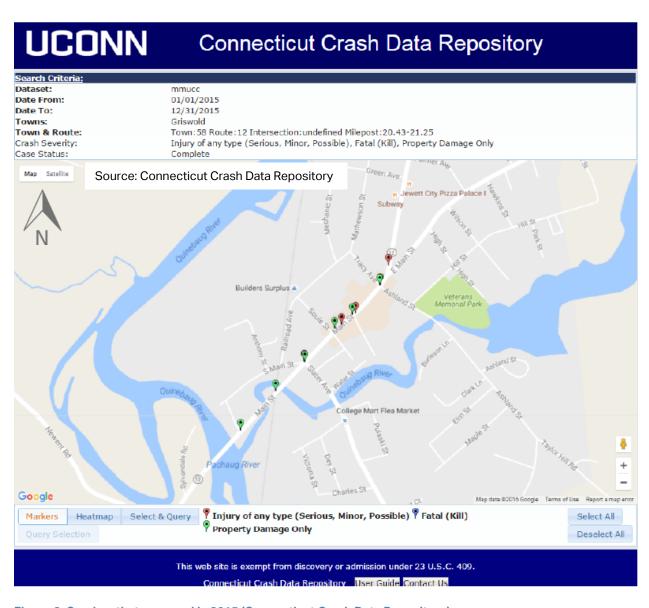


Figure 3. Crashes that occurred in 2015 (Connecticut Crash Data Repository)

As noted in the Community Connectivity Application, the RSA corridor has many land uses and proximity to the Griswold Middle School and Griswold High School. Currently, pedestrian facilities are provided throughout the study area.

Figure 4 and Table 3 summarize roadway geometrics for the study area. The corridor consists of a single lane in each direction, separated by a double yellow center line. There are no striped shoulders on Main Street, but there are striped on-street parking spaces on both sides. The markings are obscured by recent pavement patching for underground lighting

conduit adjacent to the curb on both sides. On-street parking spaces are not striped on North Main Street, and on-street parking is prohibited in some sections.

There is no sidewalk between Newent Road and Sylvandale Road. There is a sidewalk on the west side of Route 12 between Sylvandale Road and South Main Street/Slater Avenue, including the section on the bridge. North of South Main Street/Slater Avenue, Main Street and North Main Street have sidewalks on both sides. The sidewalks are concrete and are generally in good condition.

Crosswalks on Main Street-North Main Street in the study area are located at the intersections with South Main Street/Slater Avenue; School Street; East Main Street; and one each at St. Mary's Church and St. Mary's Our Lady of Rosary School (closed).

The pavement condition on Main Street and North Main Street is generally fair with some cracking and patching for lighting conduit. Route 12 in this area is scheduled to be repaved in 2017.

Speed limits vary on Route 12 in the RSA study area. The posted speed limit is 35 mph along Main Street south of downtown and 25 mph along Main Street in the downtown and on North Main Street.

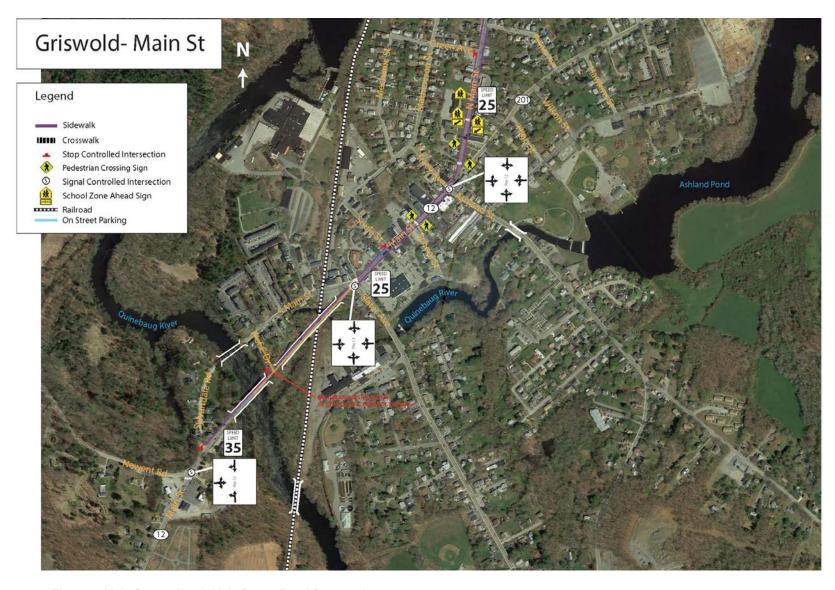


Figure 4. Main Street, North Main Street Road Geometrics

Griswold – Main Street/North Main Street Street Inventory

	Lane		Side	walk					F	Ramps	
Street	Width	Side	Type	Width	Condition*	Curb	Parking	Shoulder	Exist	Compliant	
Main Street (bridge)	11′	NB	None	N/A	N/A	No	No	No	None N/A		
Main Street (bridge)	11'	SB	Concrete	5.5′	Good	Yes	No	2'	Yes	West side	
Main Street	12'	NB	Concrete	5.5-7'	Good, sections of poor	Yes	Yes	Yes No Yes		Some	
	12'	SB	Concrete	5.5- 11.5'	Good	Yes	Yes	No	Yes	Some	
North Main Street	14′	NB	Concrete	6.5′	Good	Yes	No	No	Yes	No	
North Main Street	14′	SB	Concrete	7.5′	Good	Yes	Restricted	No	Yes	No	

Table 3. Street inventory

2.2 Prior Successful Effort

The Town of Griswold has made efforts to improve the connectivity and vitality of this Main Street Corridor. In 2006 there was a Plan of Conservation and Development. In 2010 the

Town adopted the Municipal Development Plan which has a high priority of improving Main Street streetscape, parking, and intersections. The Town received a STEAP grant for planning and Phase One Improvements for the Jewett City Main Street Corridor.

In 2011 the Town developed the Jewett City Main Street Corridor & Streetscape Improvement Master Plan:

- Phase I, placement of street furniture and planter boxes (STEAP Grant).
- Phase II, installation of historic period lighting (work in progress, Main Street Investment Fund Grant (Figure 5).



Figure 5: Period lighting

Other Planned Projects in area:

- o National Heritage Trail.
- o Quinebaug River Greenway Extension.
- Veteran's neighborhood park with playground.

2.3 Pre-Audit Meeting

The RSA was conducted on October 19, 2016. The preaudit meeting was held at 8:30 AM in the First Selectman's Conference Room located at 28 Main Street, Jewett City, CT.



Figure 6: Main Street corridor

The RSA team was comprised of staff from AECOM, VN Engineers, CTDOT, and the Town Planner and an Economic Development Commission member. The complete list of attendees can be found in Appendix B. Materials distributed to the RSA Team, including the agenda, audit checklist, ADT counts, crash data and road geometrics, can be found in Appendix C.

The following observations and conditions were discussed prior to conducting the field audit:

- Main Street is a minor arterial (Figure 6).
- It is a 40-foot wide corridor with two way travel, northbound and southbound. It is not wide enough to provide on-street parking and bicycle lanes on both sides.
- There is parallel parking on both sides of the road. Each parking lane is approximately eight feet wide.
- The sidewalk on the bridges over the railroad and the Pachaug River is located exclusively on the west side.

- The remainder of the Main Street-North Main Street corridor has sidewalks on both sides.
- The speed limit on Main Street in the downtown area is posted at 25 mph, (Figure 7).
- Some pedestrian handicap ramps and detectable warning strips have recently been installed.
- Sidewalks are maintained by business owners, although town staff will help clear snow for a major storm. Town representatives commented that with inclement winter weather, plowed snow blocks pedestrian access from parking spaces to corresponding sidewalks. The Town planner stated that Public Works Department is understaffed to deal with snow issues.
- The area of Main Street north of Slater Avenue and south of Ashland Street is mostly commercial; it is mostly residential between Ashland and Green Avenue.
- The average daily traffic (ADT) volume is 10,800 on Main Street.
- The ADT is 6,800 on North Main Street.
- Main Street will be milled and repaved in 2017 under the CTDOT Vendor In-Place (VIP) program.
- Pedestrians jaywalking on Main Street is a concern.
- Crosswalks are not visible at night, town representatives would like to install reflective materials to improve visibility.
- Upcoming CTDOT Projects: structural work on bridge over railroad, (Figure 8).
- Land located south of Main Street near the Pachaug and Quinebaug Rivers has potential for development, which could create more traffic depending on future land use.
- Main Street currently has pavement patches on both sides of the road as a result of installing conduit for the period lighting (Figure 9). Period lighting installation is in its final phase.
- The Town wants to consider bump outs along Main Street.
- South of the bridge over the Pachaug River, people walk to Walmart.
- There are recreational and commuting cyclists in this corridor, with more avid cyclists seen on the weekend.
- There is insufficient space for cyclists on Main Street due to parking on both sides.



Figure 7: Speed limit sign on Main Street



Figure 8: Bridge on Main Street looking south



Figure 9: Pavement patches along Main Street

- The group discussed possibility of expanding the right-of-way (ROW) to install bike lanes and keep parking spaces.
- Residential Condominiums are located off Main Street.
- The local traffic authority (LTA) is the First Selectman.
- Speeding and distracted driving are concerns on Main Street.
- Bus Transit: South Eastern Area Transit (SEAT) has multiple scheduled stops on Main Street, only one shelter located on the east side of Main Street, opposite the Town Hall.
- SECCOG had conducted a bus study for the region. It is available on line at http://www.seccog.org/documents.html.
- Crash data: Crashes are evenly distributed along Main Street.
 - o There is a cluster of crashes between Soule Street and Ashland Street.
 - o Crash Summary: mostly property damage.
 - 33% of crashes are categorized as rear end collisions, which is typically the result of congestion and signal issues.
 - Two crashes involved pedestrians between 2012 and 2014.
 - o There were 11 side swipe crashes related to parallel parking.
 - o Turning crashes usually occur at intersections.
 - o 87% of crashes occurred under no adverse conditions.
 - 74% of crashes occurred during daylight.
 - o 87% of crashes occurred under typical conditions.
 - These appear to indicate that road surface conditions are not contributing factors.
 - Most crashes occur from early afternoon to 8:00 PM, with the highest number of crashes occurring between 5:00 and 6:00 PM. This is a typical pattern.

3 RSA Assessment

3.1 Field Audit Observations

Audit Notes:

Conditions on Main Street between South Main Street/Slater Avenue and East Main Street (Route 201)

- Pedestrian signals along Main Street corridor have an exclusive pedestrian phase.
- Each travel lane measures approximately 12 feet wide and each parking lane is eight feet in width.
- The double yellow center lines are faded.
- Pavement is in fair condition.
- There is no shoulder striping, the road will be restriped in 2017 as part of the VIP program.

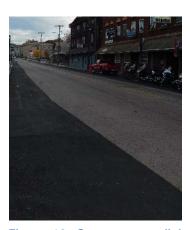


Figure 10: On-street parallel parking on Main Street

- There is intermittent on-street parking on both sides of Main Street (Figure 10).
- Along the Main Street corridor there is designated offstreet parking between Slater Avenue and School Street.
 There is an additional lot adjacent to the hardware store parking lot, on Soule Street. Currently there is contention over non-customers using the hardware store parking lot.
- The Town representatives stated that absentee landlords are a concern along Main Street.
- The catch basins are filled with debris and materials.
- Catch basins are bike friendly, except for the debris (Figure 15).
- There is historic lighting, planters, and benches along this corridor.
- Some benches were removed to discourage loitering.
- There are no snow shelves/buffers.
- Sidewalk widths vary from 5.5-11.5 feet (Figure 11).
- There is granite curbing.
- Sidewalks are concrete and are in fair to good condition.
- Historic period lighting along this corridor was in its final phase on the day of the audit. Town stated that the lights would be fully operational by October 20, 2016.

South Main Street, Slater Avenue and Main Street

- This is a four-way signalized intersection (Figure 12).
- The crosswalks and stop bars are faded. The crosswalk on the north side is angled.
- The longest crosswalk is 84 feet across the western side of Main Street.
- There are handicap ramps on all corners, an apex ramp on the northeastern corner.
- The ramps on the southwest corner were installed recently.
 Detectable warning strips are only on the southwest corner.
- The pedestrian signal heads are improperly aligned. According to the MUTCD, pedestrian signals shall be positioned and adjusted to provide maximum visibility at the beginning of the controlled crosswalk. The signals are the old type without countdown displays or audible locaters.
- Sidewalk widths are approximately 5.5' around this intersection.
- The curbs on South Main Street have low reveal.



Figure 11: Sidewalk north of Route 201



Figure 12: Slater Avenue and Main Street



Figure 13: Soule Street and Main Street

Soule Street and Main Street

- This is a stop sign controlled "T" intersection.
- There is no crosswalk at this intersection (Figure 13).
- There are handicap ramps at this crossing, but only the ramp on the southwest corner has a detectable warning strip.
- There is an alley off the east side of Main Street (Fanning Court) that was formerly a road. It is used for pedestrian traffic travelling from a parking lot in rear of the buildings to Main Street (Figure 14).

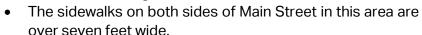




Figure 14: Pedestrian alley way between commercial sites on east side of Main

• The catch basin grates on Main Street in this area are bicycle friendly, but were filled

with debris. Anti-siltation controls from an earlier construction project ae still in place (Figure 15).

School Street and Main Street

- This is a stop sign controlled "T" intersection with School Street forming the east leg of the intersection.
- The crosswalk is faded on the northern leg of the intersection on Main Street. A utility pole obstructs the handicap ramp on the northeast corner, which is non-ADA compliant (Figure 16). There is no detectable warning strip.



Figure 15: Catch basin with debris

 There are handicap ramps across the School Street approach, but there are no detectable warning strips or crosswalk.

- There are no handicap ramps for the crosswalk across Main Street.
- The outdated crosswalk sign is not MUTCD compliant, and the sign is not properly aligned with striping (Figure 16).

Ashland Street, Tracy Avenue and Main Street

- This is a four-way signalized intersection.
- There is a faded diagonal crosswalk on the southern leg of intersection. The other crosswalks are severely faded.
- There are handicap ramps on all corners, but they do not have detectable warning strips.
- The stop bars are also faded (Figure 17).
- There are pedestrian signals, but they are diagonally situated. There is only one pedestrian signal head on each corner.



Figure 16: Intersection of School Street and Main Street

- There is an all-red exclusive pedestrian phase when the buttons are pushed. There is sufficient timing for pedestrian crossing, 19 seconds for a 43-foot long crosswalk.
- The pedestrian signal heads are old, and without countdown displays or audible locaters.
- South of this intersection on the east side there is a section of sidewalk that needs repair. The area is located in front of the Jewett City Savings Bank.

North Main Street between East Main Street (Route 201) and Green Avenue

- This section of Main Street consists of residential, public, religious and commercial land uses (Figure 18).
- There is a worn crosswalk across North Main Street, north of East Main Street (Route
 - 201). There is a school crossing advance sign, No Parking Anytime sign, and State Law Yield to Pedestrians in Crosswalk sign on one pole facing northbound traffic. There is no pedestrian sign for the southbound direction.
- There are handicap ramps on both sides, but no detectable warning strips.
- St Mary's Our Lady of the Rosary Church and rectory (and former school) are located within this area. The affiliated school has been closed for 10 years and remains unoccupied, but the parish maintains the upkeep.
- There are more street trees in this section of the corridor, which make walking and biking more appealing.
- There is a faded crosswalk on North Main Street at St. Mary's Church. There are handicap ramps on both sides, but no detectable warning strips. There is an outdated pedestrian crossing sign for southbound traffic (Figure 19) and none for northbound traffic.
- Because the St Mary's School is closed, the faded crosswalk on North Main Street at this location may be obsolete. There is an advance school pedestrian sign with a No Parking sign for the southbound direction. There is a separate State Law Yield to Pedestrians in



Figure 17: Stop bar on Tracy Avenue approach at Main Street



Figure 18: Main Street north of Route 201



Figure 19: Outdated pedestrian crossing sign

Crosswalk sign. There are newer school crosswalk signs and arrow plaques for both the northbound and southbound directions. There are no handicap ramps at this crosswalk.

The sidewalk is in good condition.

3.2 Post Audit Workshop – Key Issues

- An option to be considered in the future would be to change current parallel on-street parking on Main Street to angle parking one side in the town center area. Additional landscaping should also be considered.
- The Town will need to identify options for evaluation.
- Shared lane pavement markings for vehicles and bicycles (Sharrows) on Main Street should be considered as a short-term measure.
- Consider relocating the crosswalk along the north side of Main Street and School Street to the south side.
- Consider a new crosswalk across the north leg of Main Street at Soule Street.

4 Recommendations

From the discussions during the post-audit meeting, the RSA team compiled a set of recommendations that are divided into short-term, mid-term, and long-term categories. For the purposes of the RSA, **short-term** is understood to mean modifications that can be expected to be completed very quickly, perhaps within six months, and certainly in less than a year if funding is available. These include relatively low-cost alternatives, such as striping and signing, and items that do not require additional study, design, or investigation (such as right-of way acquisition). **Mid-term** recommendations may be costlier and require establishment of a funding source, or they may need some additional study or design in order to be accomplished. Nonetheless, they are relatively quick turn-around items, and should not require significant lengths of time before they can be implemented. Generally, they should be completed within a window of eighteen months to two years if funding is available. **Long-term** improvements are those that require substantial study and engineering, and may require significant funding mechanisms and/or right-of-way acquisition. These projects generally fall into a horizon of two or more years when funding is available.

4.1 Short-Term

- Town to coordinate with CTDOT to repaint all faded crosswalks with reflective paint or thermoplastic/inlay tape (Figure 20). Consider realigning the angled crosswalk across Main Street north of Slater Avenue.
- 2. Town to coordinate with CTDOT to install detecatble warning strips at handicap ramps at the intersections of:
 - a. Main Street/South Main Street/Slater Avenue.
 - b. Main Street/Soule Street.
 - c. Main Street/School Street.
 - d. Main Street/Tracy Avenue/Ashland Street.
 - e. North Main Street east of East Main Street (Route 20).
 - f. North Main Street/St. Mary's Church.
- 3. Town to coordinate with CTDOT to replace outdated pedestrian crossing signs along the Main Street-North Main Street corridor with new standard retro-reflective MUTCD compliant signage and disaggregate signs on poles as needed. Locations include:
 - a. Mid-block crosswalk on North Main Street north of East Main Street.
 - b. Mid-block crosswalk on North Main Street in front of St. Mary's Church.
 - c. Crosswalk on Main Steet north of School Street.
- 4. When CTDOT repaves Main Street in 2017, request reflective paint for double yellow center lines.
- 5. Town to request CTDOT to clean all basin grates along the Main Street-North Main Street corridor (Figure 15).
- 6. Town to coordinate with the local Police to engage in speed enforcement along Main Street.
- 7. Town to maintain planters and street furniture, and move benches adjacent to Main Street to create a buffer for pedestrians. Consider adding other amenities including planters, bollards, newspaper boxes, and public art.
- 8. Town to begin a planning process to evaluate alternatives for Main Street in the downtown area that includes bicycle lanes and one-sided angled parking versus parallel parking.
- 9. Town to continue campaign to address absentee landlord issues.

Figure 21depicts these recommendations.



Figure 20: Faded crosswalk on Main Street

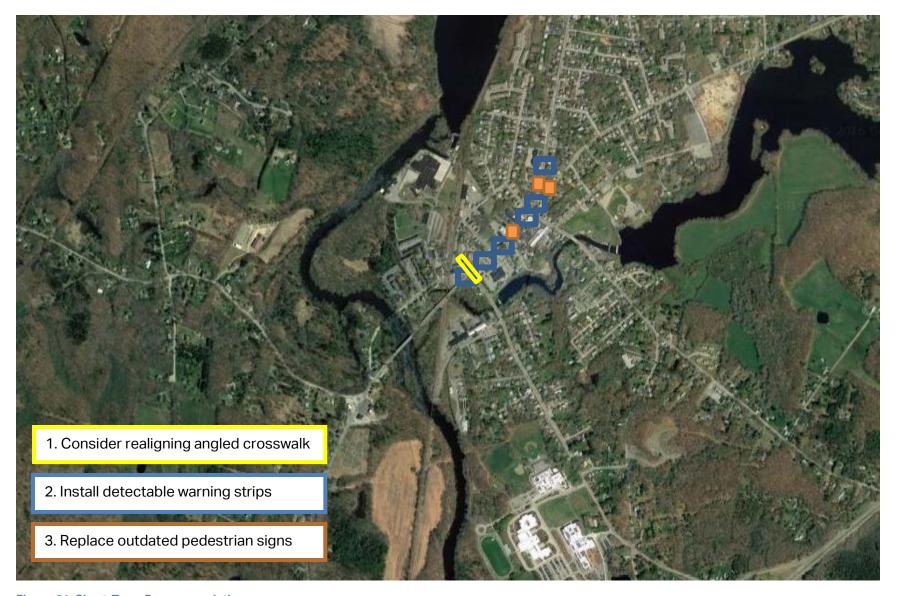


Figure 21: Short-Term Recommendations

4.2 Medium -Term

- Town to coordinate with CTDOT to consider installing a midblock crossing in the vicinity of the post office and hardware store on the west side of Main Street to the east side of Main Street. If a new midblock crosswalk is not feasible at this location, then consider a new crosswalk across the northern leg of Main Street at Soule Street, near the Fanning Court Alley (Figure 22).
- 2. Town to install lighting in Fanning Court Alley to improve visibility,
- P. CANCEL CO. LAND.

 CO. CANCEL C

Figure 22: Potential site for crosswalk at Fanning Court pedestrian alley

3. Town to coordinate with the CTDOT to replace obsolete pedestrian signals and push buttons with current ADA standardized countdown pedestrian signals and audible tones. Reposition and install new pedestrian heads at each corner, replacing diagonally facing ones with two squared up heads per corner, per standards (Figure 23).

This realignment is needed at the intersections of:

- Main Street/South Main Street/Slater Avenue.
- b. Main Street/Tracy Avenue/Ashland Street.
- Town to coordinate with CTDOT to relocate the crosswalk along the northern side of Main Street and School Street to the south side and install new handicap ramps. Relocate the handicap parking space on west side if necessary.



Figure 23: Standardized pedestrian signal heads

- 5. Town to coordinate with CTDOT to consider installing sharrows on Main Street in the downtown area (Figure 24).
- Town to coordinate with CTDOT to repair sidewalk sections as needed along Main Street-North Main Street, such as in front of Jewett City Savings Bank.
- 7. Town to coordinate with CTDOT and utility company to relocate the utility pole in the sidewalk on the northeast corner at Main Street and School Street.



Figure 24: Sharrows

8. Town to coordinate with St. Mary's Church and CTDOT to consider removing the mid-block crosswalk and signage on North Main Street at St. Mary's Lady-of-Rosary.

9. Town to raise the reveal of the curb on South Main Street.

Figure 25 depicts these recommendations.

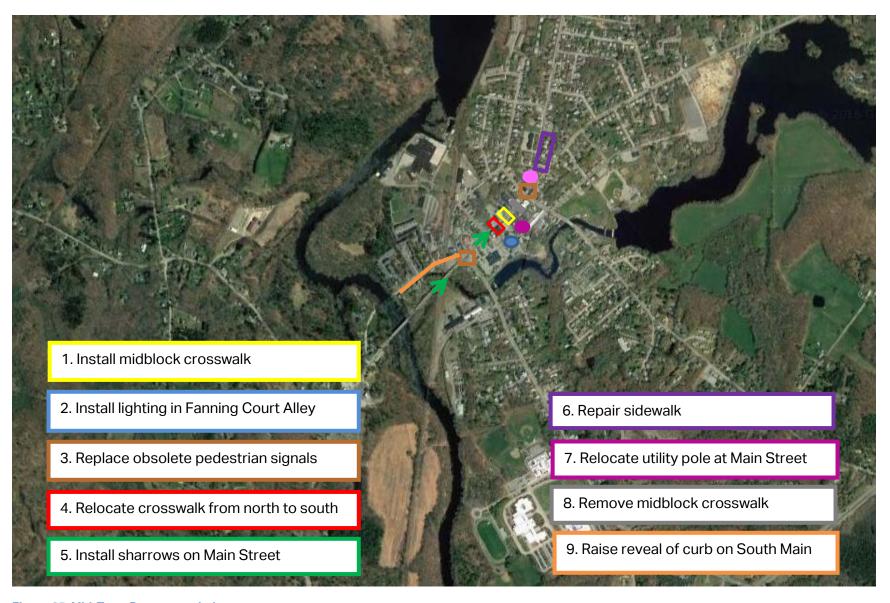


Figure 25: Mid-Term Recommendations

4.3 Long-Term

- Town to complete planning study of Main Street corridor and coordinate with CTDOT to install measures to slow and calm traffic and improve pedestrian operations and accessibility. Measures to consider include:
 - a. Bump outs (Figure 26).
 - b. Angled parking.
 - c. Streetscape improvements.
- 2. Town to coordinate with CTDOT and utility companies to remove current utility poles and move underground.



Figure 26: Sample bump out

- 3. Consider installing bike lanes if parking options allow adequate space (Figure 27).
- 4. Town to continue to actualize the:
 - a. Heritage Trail.
 - b. Quinebaug River Greenway Extension.
 - c. Provide sidewalk on the south side of Main Street southwest of the Quinebaug River to provide pedestrian access to potential future development.



Figure 27: Road imagery with bike lane

Figure 28 depicts these recommendations.



Figure 28: Long-Term Recommendations

4.4 Summary

This report documents the observations, discussions, and recommendations developed during the successful completion of the Town of Griswold RSA. It provides Griswold with an outlined strategy to improve the transportation network for all road users on Main Street between Slater Avenue and Green Street, particularly focusing on pedestrians and cyclists. Moving forward, Griswold may use this report to prepare strategies for funding and implementing the improvements, and as a planning tool for recommendations into future development along Main Street.



Appendix A





Welcome to the Community Connectivity Program Application



Please fill in the following information to provide the Audit team leaders with a comprehensive description of the area contained in this application.

1. Applicant contact information

Name	
Title	
Email Address	
Telephone	
Number	
2. Location infor	nation
Address	
Description	
City / Town	

State r	oad		
Local	oad		
Private	Road		
Other (please specify)		
4. Zoning (Please	select all that apply)		
Indust	ial		
Reside	ntial		
Comm	ercial		
Mixed	Jse		
Retail			
N/A (ne	et applicable)		
Other (please specify)		
5. Approx	imate mile radius around the I	ocation	

Community Centers
Business Districts
Restaurant/Bar Districts
Churches
Housing Complexes
Proximity to Schools
Tourist Locations (examples – Casino, Malls, Parks, Aquarium, etc)
N/A (not applicable)
Other (please specify)
Employment Facilities (Retail, Industrial, etc)
No
If Yes please describe (please specify)

Public, Paroc	hial, Private Schools (mor	e than 1 school wi	thin a ½ mile)	
University / C	Community Colleges			
N/A (not appl	cable)			
Other (please	specify)			
9. Transit facil				
(Please selec	t all that apply)			
Bus				
Rail				
Ferry				
Airport				
Park and Ride	. Lot			
N/A (not appli				
Other (please	specify)			

Traffic (volumes & speed)
Collisions
Sidewalks
Traffic Signals
Traffic Signs
Parking Restrictions / Additions
Drainage
ADA Accommodations
Agricultural & Live Stock crossing
Maintenance issues (cutting grass, leaves, snow removal)
N/A (not applicable)
Other (please specify)

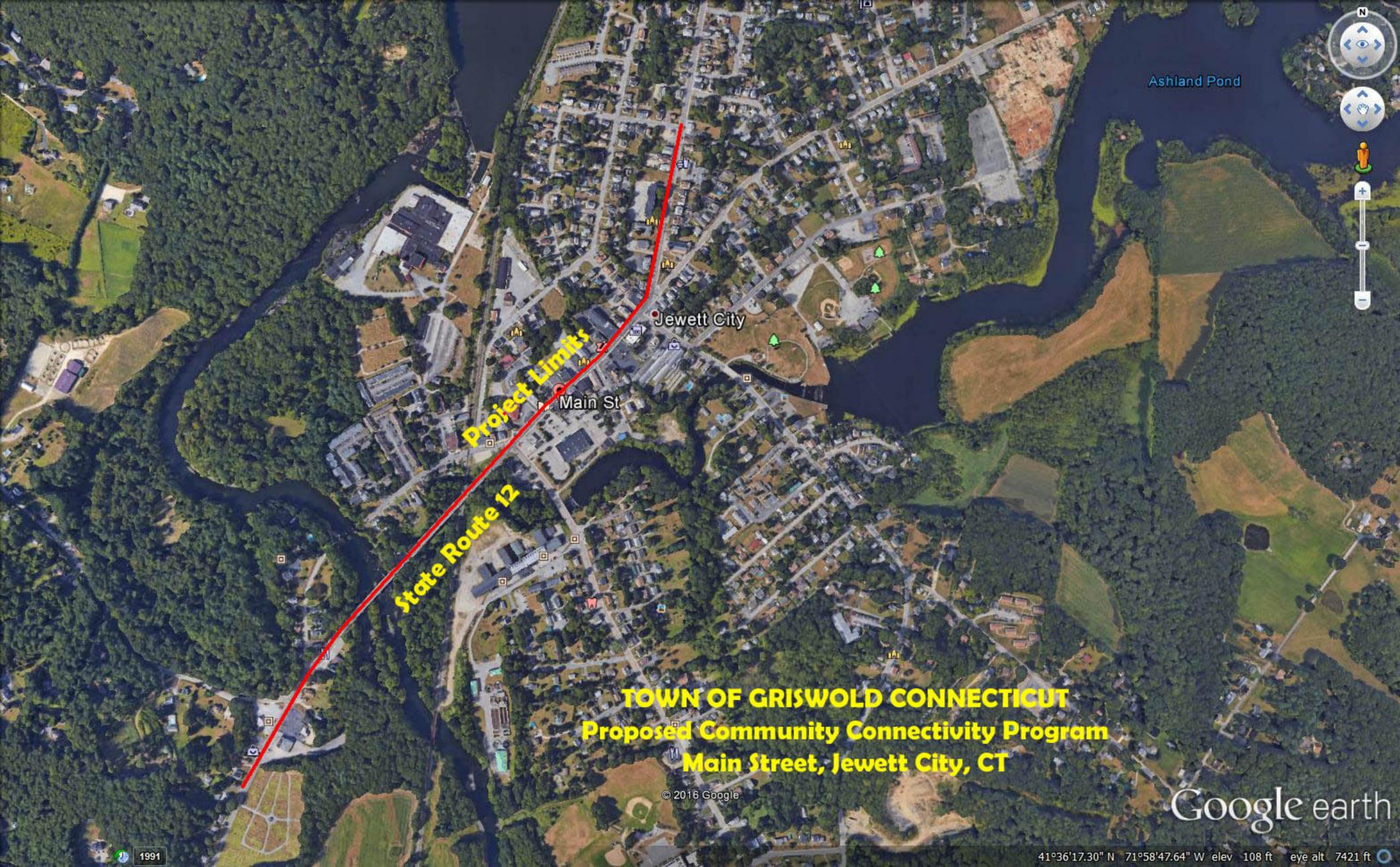
If Yes please de	scribe and list all _l	projects.		
n ree predect de		<u> </u>		

Page 6 of 11

If Yes please desc	ribe and list.		

Page 7 of 11

Page 9 of 11



Thank you for completing the Community Connectivity application.

Please click on the "submit button" below and include the following attachments

- 1 Location map (google, GIS) (Required)
- 2 Collision data (If available)
- 3 Traffic data (ADT or VMT) (If available)
- 4 Pedestrian/bicycle data (If available)



Appendix B









Road Safety Audit

Town: Griswold RSA Location: Main Street

Meeting Location:First Selectman's Conference RoomAddress:28 Main St, Jewett City, CT 06351

Date: 10/19/2016 **Time:** 8:30 AM

Participating Audit Team Members

Audit Team Member	Agency/Organization
James W. Barnie	Griswold Economic Dev
Mario Tristany	Town Planner
Anna Bergeron	CTDOT
Bridget	VN Engineers Inc.
Jeff Maxtutis	Aecom



Appendix C









Road Safety Audit – Griswold

Meeting Location: First Selectman's Conference Room

Address: 28 Main St

Jewett City, CT 06351

Date: 10/19/2016 **Time:** 8:30 AM

Agenda

Type of Meeting: Road Safety Audit – Pedestrian Safety

Attendees: Invited Participants to Comprise a Multidisciplinary Team

Please Bring: Thoughts and Enthusiasm!!

8:30 AM Welcome and Introductions

Purpose and Goals

Agenda

8:45 AM Pre-Audit

Definition of Study Area

• Review Site Specific Data:

Average Daily Traffic

o Crash Data

Geometrics

Issues

Safety Procedures

10:00 AM Audit

Visit Site

As a group, identify areas for improvements

12:00 PM Post-Audit Discussion / Completion of RSA

Discussion observations and finalize findings

• Discuss potential improvements and final recommendations

Next Steps

2:30 PM Adjourn for the Day – but the RSA has not ended

Instruction for Participants:

- Before attending the RSA, participants are encouraged to observe the intersection and complete/consider elements on the RSA Prompt List with a focus on safety.
- All participants will be actively involved in the process throughout. Participants are encouraged to come with thoughts and ideas, but are reminded that the synergy that develops and respect for others' opinions are key elements to the success of the overall RSA process.
- After the RSA meeting, participants will be asked to comment and respond to the document materials to assure it is reflective of the RSA completed by the multidisciplinary team.





Audit Checklist

Pedestrians and Bicycles	Comment
Pedestrian Crossings Sufficient time to cross (signal) Signage Pavement Markings Detectable warning devices (signal) Adequate sight distance Wheelchair accessible ramps Grades Orientation Tactile Warning Strips Pedestrian refuge at islands Other	
Pedestrian Facilities	
 Sidewalk Width Grade Materials/Condition Drainage Buffer Pedestrian lighting Pedestrian amenities (benches, trash receptacles) Other 	





Bicycles

- Bicycle facilities/design
- Separation from traffic
- · Conflicts with on-street parking
- Pedestrian Conflicts
- Bicycle signal detection
- Visibility
- Roadway speed limit
- Bicycle signage/markings
- Shared Lane Width
- Shoulder condition/width
- Traffic volume
- Heavy vehicles
- Pavement condition
- Other

Intersections

- Geometrics
- o Sight Distance
- Traffic control devices
- Safe storage for turning vehicles

Guide rails / protection systems

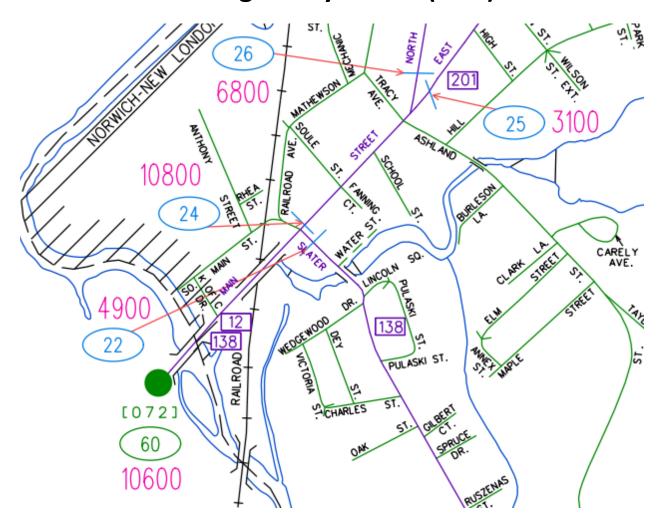
Capacity Issues

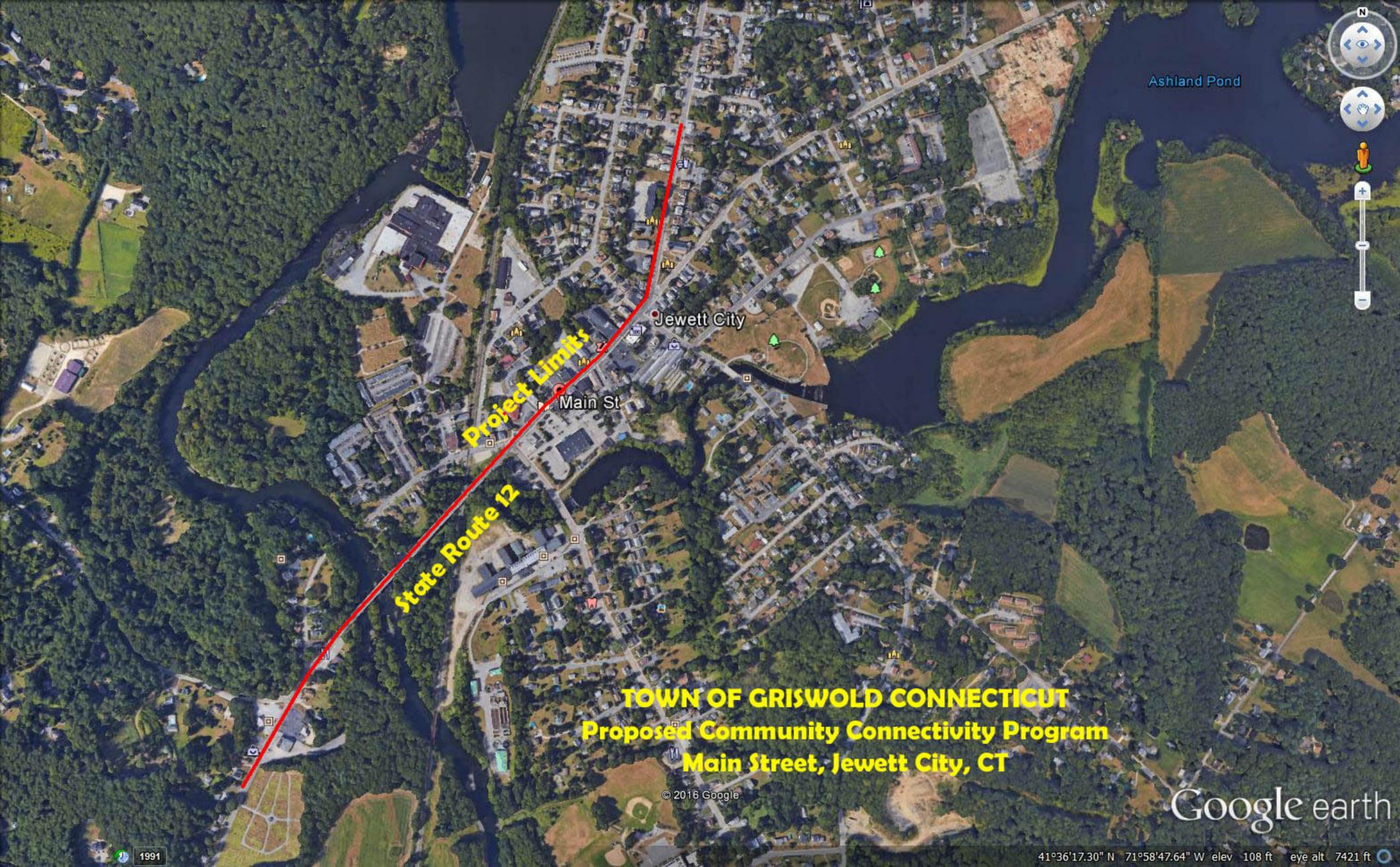




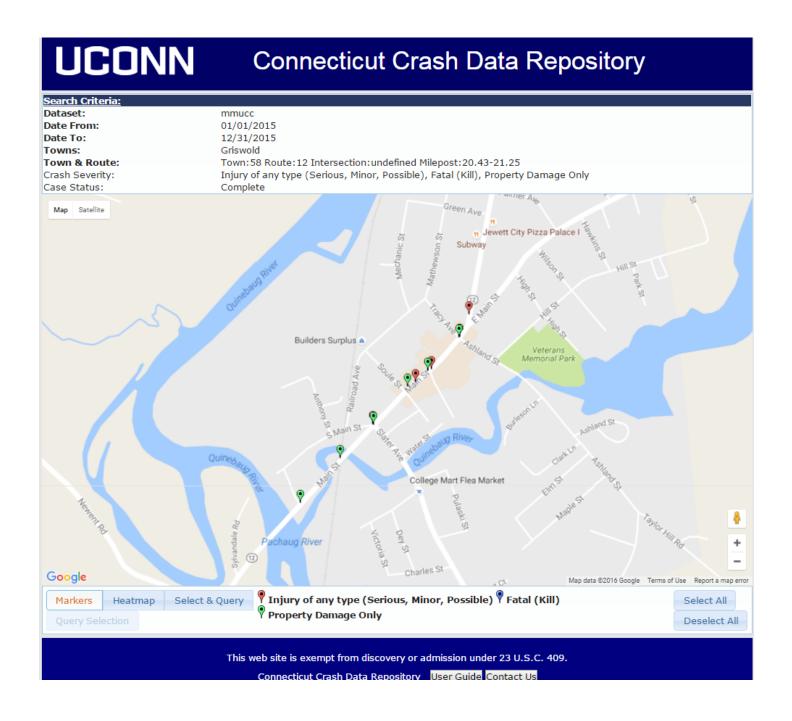
 Pavement Pavement Condition (excessive roughness or rutting, potholes, loose material) Edge drop-offs Drainage issues Lighting Adequacy 	
 Signing Correct use of signing Clear Message Good placement for visibility Adequate retroreflectivity Proper support 	
 Signals Proper visibility Proper operation Efficient operation Safe placement of equipment Proper sight distance Adequate capacity 	
 Pavement Markings Correct and consistent with MUTCD Adequate visibility Condition Edgelines provided 	
 Miscellaneous Weather conditions impact on design features. Snow storage 	

Average Daily Traffic (ADT)





2015 Crashes







Road Safety Audit – Griswold

Crash Summary

Data: 3 years (2012-2014)

There were two crashes that involved pedestrians.

There were no crashes involving bicyclists.

Severity Type	Number of Crashes	
Property Damage Only	59	84%
Injury (No fatality)	11	16%
Fatality	0	0%
Total	70	

Manner of Crash / Collision Impact	Number of C	Crashes
Unknown	0	0%
Sideswipe-Same Direction	11	16%
Rear-end	23	33%
Turning-Intersecting Paths	10	14%
Turning-Opposite Direction	4	6%
Fixed Object	8	11%
Backing	3	4%
Angle	1	1%
Turning-Same Direction	1	1%
Moving Object	1	1%
Parking	3	4%
Pedestrian	2	3%
Overturn	0	0%
Head-on	0	0%
Sideswipe-Opposite Direction	3	4%
Miscellaneous- Non Collision	0	0%
Total	70	





Weather Condition	Number of Crashes	
Snow	4	6%
Rain	3	4%
No Adverse Condition	61	87%
Unknown	0	0%
Fog	2	3%
Other	0	0%
Blowing Sand, Soil, Dirt or		
Snow	0	0%
Severe Crosswinds	0	0%
Sleet, Hail	0	0%
Total	70	

Light Condition	Number of Crashes	
Dark-Not Lighted	2	3%
Dark-Lighted	15	21%
Daylight	52	74%
Dusk	0	0%
Unknown	0	0%
Dawn	1	1%
Total	70	

Road Surface Condition	Number of Crashes	
Snow/Slush	5	7%
Wet	3	4%
Dry	61	87%
Unknown	0	0%
Ice	1	1%
Other	0	0.0%
Total	70	



Time		Number of C	rachos
0:00	0:59	1	1%
1:00	1:59	1	1%
2:00	2:59	0	0%
3:00	3:59	0	0%
4:00	4:59	0	0%
5:00	5:59	1	1%
6:00	6:59	1	1%
7:00	7:59	2	3%
8:00	8:59	0	0%
9:00	9:59	4	6%
10:00	10:59	3	4%
11:00	11:59	3	4%
12:00	12:59	5	7%
13:00	13:59	8	11%
14:00	14:59	8	11%
15:00	15:59	6	9%
16:00	16:59	4	6%
17:00	17:59	10	14%
18:00	18:59	4	6%
19:00	19:59	5	7%
20:00	20:59	2	3%
21:00	21:59	1	1%
22:00	22:59	1	1%
23:00	23:59	0	0%
Total		70	







Post-Audit Discussion Guide

Safety Issues

• Confirmation of safety issues identified during walking audit

Potential Countermeasures

• Short Term recommendations

• Medium Term recommendations

• Long Term recommendations

Next Steps

• Discussion regarding responsibilities for implementing the countermeasures (including funding)





Road Safety Audit – Griswold

Fact Sheet

Functional Classification:

• Main Street (Route 12) is classified as a Minor Arterial

ADT

ADT on Main Street is 10,800

ADT on North Main Street is 6,800

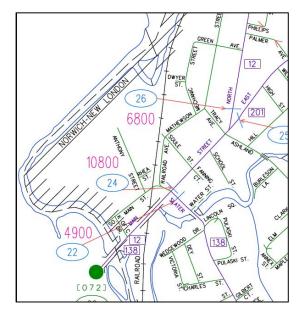
Population and Employment Data (2014):

Population: 11,952Employment: 1,327

Urbanized Area

Griswold is in the Jewett City Urban Cluster

Demographics



- The statewide average percentage below the poverty line is 10.31%. There are no areas in Griswold exceeding the state average.
- The statewide average percentage minority population is 30.53%. There are no areas in Griswold exceeding the state average.

Air Quality

- Griswold's CIPP number 605
- Griswold is within the Greater CT Marginal Ozone Area
- Griswold is within a CO Attainment Area



Appendix D







TABLE OF CONTENTS

DESIGNATION

QUINEBAUG RIVER TRAIL

BENEFITS

POPULATION REVIEW

TRAIL SEGMENTS

FUTURE

DESIGNATION

The Quinebaug River is a valuable wildlife habitat for a rich diversity of aquatic and terrestrial plants and animals. The river provides fishing, boating, hiking, history, and beauty to area residents and visitors. State wildlife areas such as Quinebaug Management Area, Hopeville Pond State Park, Pachaug State Forest, and town parks exist along this river and watershed. The natural, historic and recreational resources enjoyed by the communities are dependent upon the the continued conservation and recreational use along this river.

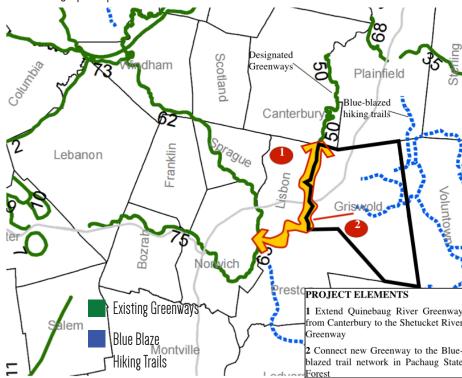
Greenways and open space are important components of community infrastructure yet are rarely considered economic drivers. Griswold, a community of 12,000 residents is home to Hopeville Pond State Park, the 25,000-acre Pachaug State Forest and the Quinebaug and Pachaug rivers. With all of these open space assets there lacks a plan to connect it together with new open space acquisitions and a trail network. Considering that \$650 Billion is spent annually on outdoor recreation, this appears to be a significant lost opportunity for this town, the region and state.

Proposed Route

The Quinebaug River has been designated as an official Connecticut Greenway from Connecticut Route 14 in the town of Canterbury to the Canterbury / Griswold townline but this leaves a gap along the River from Canterbury to Norwich. The Quinebaug River joins the Shetucket River in Norwich, which is designated as a Connecticut greenway. The section being nominated is the roughly 8 mile stretch from Jewett City to Norwich.

The goals of the extended Quinebaug River Greenway are:

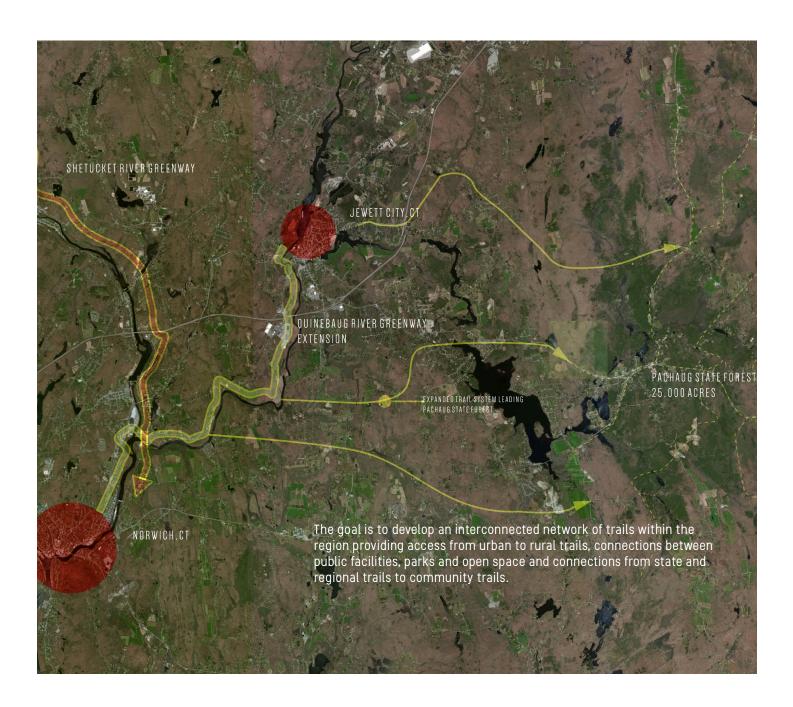
- •Provide recreation opportunities for residents and visitors
- •Improve the quality of life in local communities
- •Help retain and attract new businesses and residents
- •Raise awareness and help build appreciation of the Quinebaug River.
- ·Connecting open spaces



Quinebaug and Shetucket Rivers Valley National Heritage Corridor is one of the last remaining expanses of green between Washington D.C. and Boston and contains some of the largest unbroken forests in Southern New England, with over 100,000 acres of Public Reserved lands.

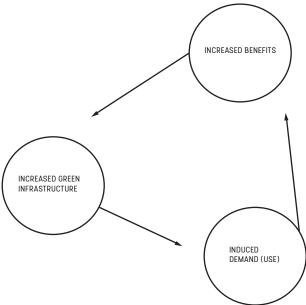
QUINEBAUG RIVER TRAIL GRISWOLD

A Greenway designation can help bring the public's attention to the ecological and cultural significance of the Quinebaug River, but the addition of a trail along the river will do more to actively pursue the goals of the Greenway. A trail will provide access to nature as well as improve outdoor recreation and non-motorized transportation opportunities. As more people use the trail, public appreciation of open spaces will increase; thus garnering more support for future Greenways and trail projects. In order to reach this self-reinforcing cycle, enough public and government support must exist to ensure the beginning steps are planned and executed as thoroughly as possible. The following sections highlight some of the benefits bicycle and pedestrian trails can bring to communities.



BENEFITS

Rivers, trails, and greenway corridors are traditionally recognized for their environmental protection, recreation values, and aesthetic appearance. These corridors also have the potential to create jobs, enhance property values, expand local businesses, attract new or relocating businesses, and promote a local community.



Economic Impact

No single trail has the ability to drive an economy, but the overall economic potential of a well implemented piece of infrastructure such as this should not be undervalued.

User Benefits: Less money spent on fuel, parking, and general automobile-related expenses. Less money sent on taxis, buses, etc.

Property Value: As the increased profits seen by businesses on the trail become evident, commercial property values rise. Due to the fact that trails are desirable community amenities, residential property along and near the trail also gains value.

Future Land Use/Development: Higher property values near the trail, combined with public policies that further promote non-motorized transport/recreation, helps drive people and businesses back to the city center. This results in more compact, mixed-use development; often referred to as Smart Growth. Land with direct access to trail networks is also growing in demand with developers.

In a 2013 study conducted by the National Association of Homebuilders; when asked about community amenities that would seriously influence their purchase decision, more people (60%) said existence of trails than anything else. This is up from 36% in 2002.

Developing along and near non-motorized transportation networks is an increasingly popular planning approach, known as Trail-Oriented Develoment (TrOD). TrOD is an application of the highly successfu Transit-Oriented Development (TOD).

Health Impact

Regardless of the reason someone has for using the bicycle and pedestrian trail (provided it is within accepted social, moral, and legal practices), it is likely that person has chosen to do so over a less healthy option. Some of the many health benefits associated with use of trails include:

Physical Activity: Walking and cycling are excellent ways to get exercise, especially considering that they can serve other purposes (recreation, transportation) while doing so.

Environmental Health: Walking and cycling aare virtually free of all the enviormental pollutants associated with automobiles. Furthermore, with an increase in active transport and the subsequent decrease in automobile use, those partaking in the former will be less likely to breathe in the noxious fumes of the latter.

Mental Health: Many studies have shown significant mental health benefits to be associated with use of trails and spending time in nature. Experiencing nature helps people recover from the mental fatigue of work and school; leading to improved performance and satisfaction. In urban environments, nature can impart feelings of calm and inspiration, leaving people more inquisitive, alert, and willing to learn.

Transportation

In medium to high density mixed-use areas where trips tend to be shorter distances making cycling/walking good options.

Efficiency: increases in non-motorized transport decrease automobile traffic, lessening the strain on the road networks and resulting in reduced congestion/delay for car drivers.

Community: Higher levels of walking and cycling increases positive personal interactions with neighbors; helping to build relationships and create a more tight-knit community. This can also improve neighborhood security, since more people are present to deter and respond to crime.

Traffic Safety: Transportation researchers have found that cities with higher per capita rates of active transportation tend to have lower traffic injury and fatality rates.

Non-Motorized Access: Active transport facilities provide a safe and affordable means of mobility to people who, due to health and/or economic reasons, are unable to use motorized transport. This helps ensure them access to basic needs and opportunities (food, healthcare, employment, etc.), as well as a better chance of improving their social and/or economic standing.

Physical diseases associated with inadequate physical activity:

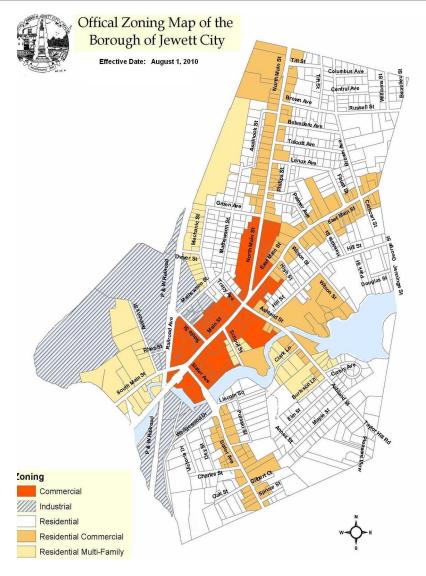
- -Heart Disease
- -Hypertensior
- -Stroke
- -Depression
- -Diabete:
- -Osteoporosis
- -Cancer
- -Dementia

that the overall psychological well-being of subjects who commuted by an active mode of transportation was significantly higher than those who drove cars or took public transit

POPULATION REVIEW

Griswold is a largely rural town of nearly 12,000 people located in eastern Connecticut. Its western border is defined by the Quinebaug River, and its eastern border lies within Pachaug State Forest. There are five villages in Griswold, all of which are situated in an around Pachaug Forest and Pond. Griswold's urban center, the borough of Jewett City, is situated at the junction of the Pachaug and Quinebaug Rivers. Due to its position along the greenway and historic signifigance to the area, Jewett City will play a significant role in longevity of a trail system. Some relevant demographics of Jewett City are as follows:

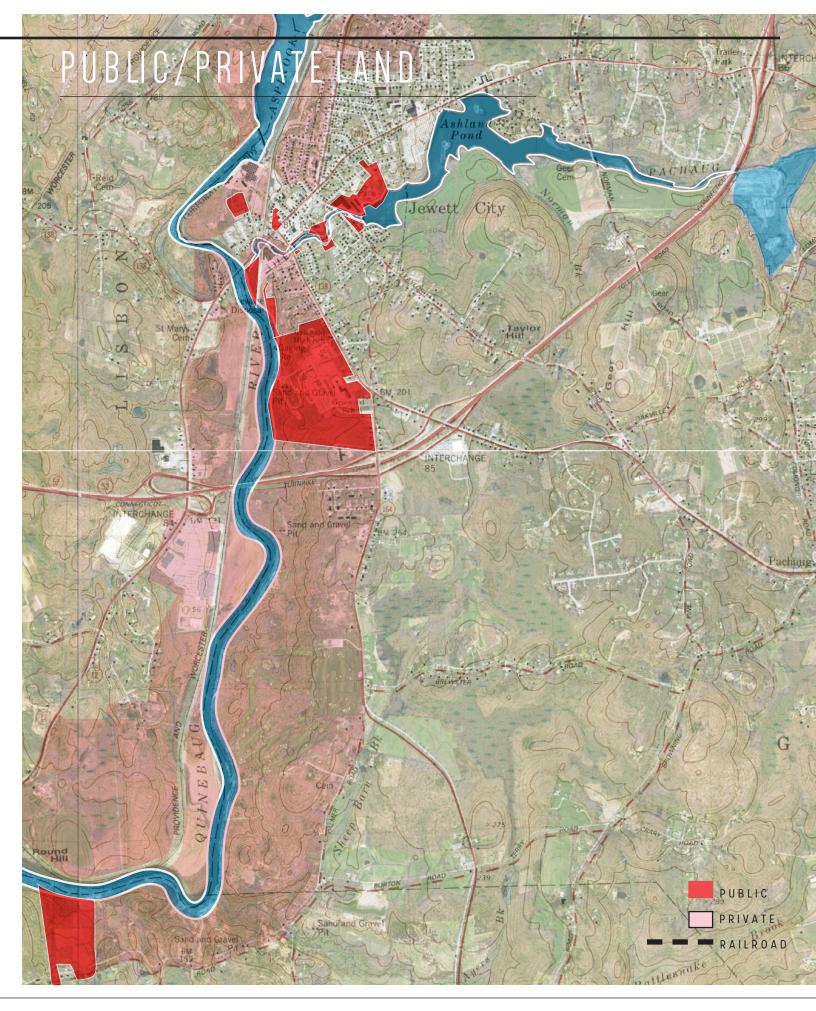
	Jewett City	State of Connecticut
Population	3,487	3,574, 097
Median Household Income	\$ 38,546	\$ 68, 899
Civilian Labor Force Unemployment	19.4%	9.6 %
Individuals Below Poverty Level	24.9 %	10.5 %

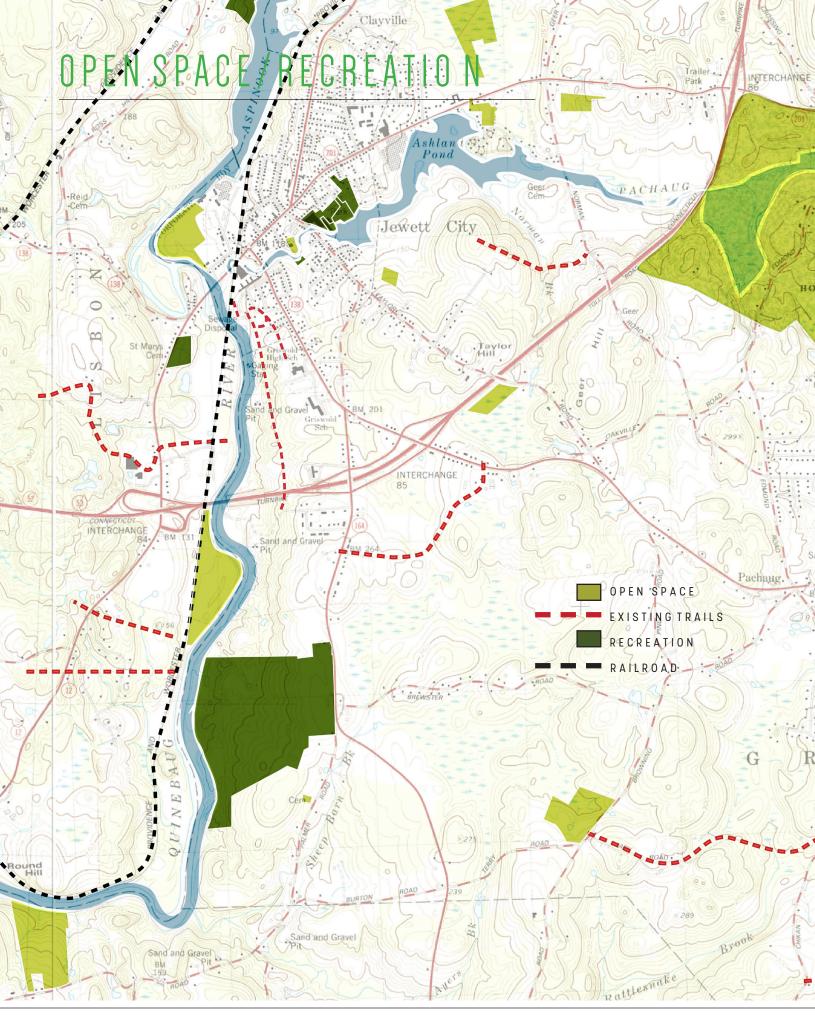


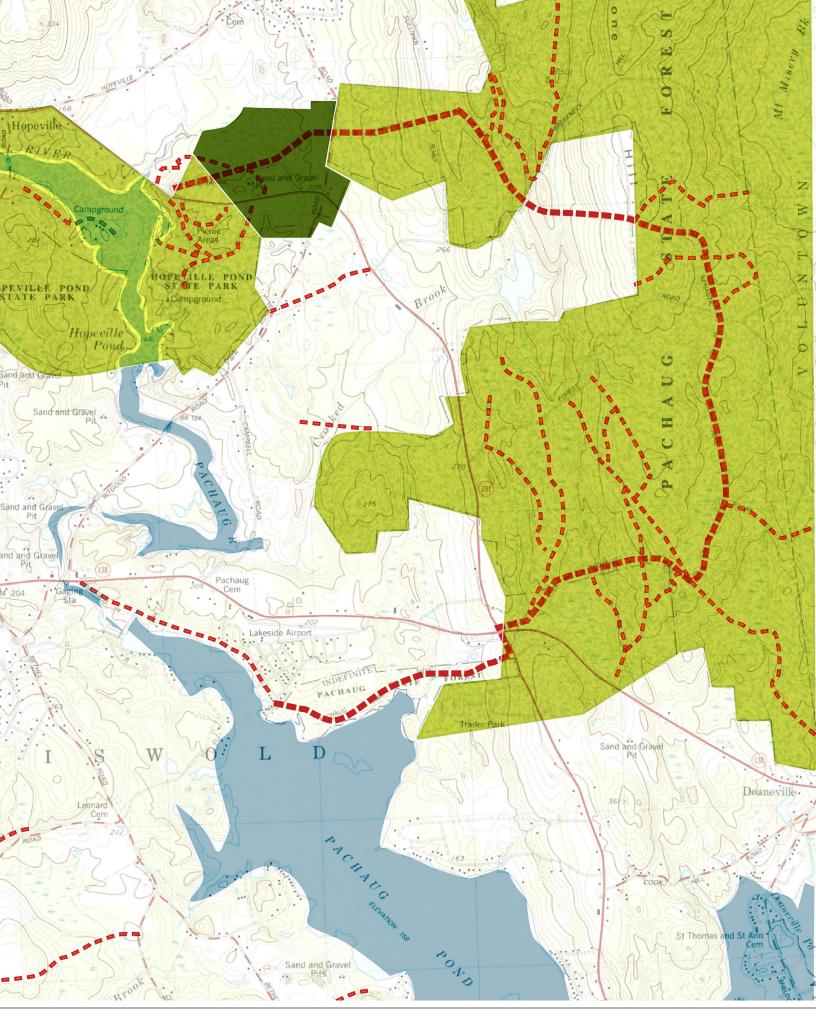
As with many urban centers in the area who once had thriving economies that revolved around mill-based industry, Jewett City has incredible potential but is struggling to establish an economic identity. Considering the income, unemployment, and poverty numbers provided in fig., Jewett City could greatly benefit from a well-connected bicycle and pedestrian network. With a total area of only 0.8 square miles, all 3,500 residents of Jewett City will have convenient access to the trail. Furthermore, the almost 900 individuals estimated to be living in poverty will have an inexpensive yet safe means of travel to school and work. In addition to helping the residents, the proposed trail can also help Jewett City by bringing people in to town.

While many of Griswold's roads are rural and low volume, Jewett City is almost exclusively accessible via state highways. Anyone coming from Norwich has to spend a good amount, if not all, of the trip on Routes 12, 169, 165, 164, or 138. High automobile speeds, significant amounts of curves, and lack of bicycle and pedestrian facilities all make these highways dangerous for "vulnerable road users". A trail along the Quinebaug River will provide safe, scenic access to Jewett City for recreational and transportation purposes alike. This will bring more potential customers to local businesses as well as make cycling a valid option for commuting to and from Norwich. As trail use and overall network connectivity increase, property near the trail will raise in value; thus attracting more businesses and residents, leading to more economic growth.

Another characteristic of Jewett City, and Griswold as a whole, that supports town investment in trails is the existing outdoor recreation culture in the town. Locals and visitors who bike/hike through Griswold's parks and forests are already interested in active modes of transport, and therefore require much less persuasion (if any at all) to use a trail. This additional population of people who are more likely to walk or bike a trail is an advantage that most towns do not have, but many still successfully incorporate trails into their infrastructure. While the extent to which Griswold's parks induce trail use is limited since no active transport facility connects the two, having a steady flow of avid hikers and cyclists through town certainly will not hurt. Furthermore, if the trail is extended to the parks, a new door of potential benefits will opened







PRECEDENT STUDIES

INDICATOR	VALUE	
Trail impact on exercise rates	5 percent of trail users indicated that they had increased their amount of walking since they began using the trail.	
Barriers to use	Study of households around the Minuteman Trail in Boston, Mass found that household usage rate tended to increase as the number of barriers to trail access declined. Identified barriers include distance from trail, inclines, and busy streets.	
Impact of proximity on use rates	A study of seven trails in Indiana found 74 percent of users of the Monon Trail live within four miles of the trails. And that for all seven trails , at least 70 percent of users indicated that their participation in some form of physical activity is increased due to the trail.	
Use rates by socio-eco- nomic stratificatinon	Persons with more education and those higher incomes tended to be more regular users of trails. However, women and persons with less education were more than twice as likely to have increased their amount of walking since they began using the trails.	
	VALUE	
INDICATOR	VALUE	
INDICATOR Business Activity	VALUE Moore conducted one of the first and still most widely cited trail economic impact studies. He studied three rail- trails (two suburban /rural and one urban. The more rural trail had average user expenditures of \$9.21 and \$11.02 and the urban trail with significantly more users \$3.97. The economic value of each of the three trails was more than \$1.2 million annually.	
	Moore conducted one of the first and still most widely cited trail economic impact studies. He studied three rail– trails (two suburban /rural and one urban. The more rural trail had average user expenditures of \$9.21 and \$11.02 and the urban trail with significantly more users \$3.97. The economic value of	
Business Activity Cost Benefit	Moore conducted one of the first and still most widely cited trail economic impact studies. He studied three rail- trails (two suburban /rural and one urban. The more rural trail had average user expenditures of \$9.21 and \$11.02 and the urban trail with significantly more users \$3.97. The economic value of each of the three trails was more than \$1.2 million annually. This found that the cost to operate and maintain the trail in 1993 were \$191,893, while the tax revenue garnered from trail- related economic activity	



Aspinook Pond

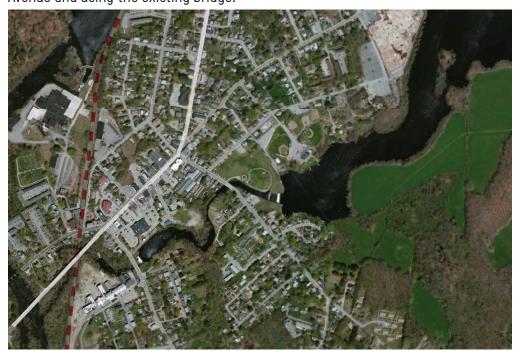
Aside from the Providence and Worcester Railroad line and the two commercial properties across Route 12 from Clayville Pond, all the land on the east bank of Aspinook Pond is effectively privately owned residential housing. This leaves the railroad corridor (if possible), Route 12 right-of-way, or a combination of the two as the remaining potential paths for a trail.

If land around the perimeter of the aforementioned commercial properties is acquired, the path can run west with the northern boundary of the American Industries property then south along Aspinook Pond for a little over 0.75 miles before returning to the road/rail line.



Jewett City

Though only a few hundred feet apart, the railroad and Route 12 provide very different settings. Here the railroad takes a scenic path along the bank of Aspinook Pond, while Route 12 is the main thoroughfare of the borough and gives direct access to the center of town. Both path options converge at the southern end of Jewett City where they must cross Pachaug River. This can be done by constructing a pedestrian bridge or routing the trail southeast onto Route 138/Slater Avenue and using the existing bridge.



Dail Trail

- -Acquisition/Allowance from
- -Setback requirement from tracks (25 feet from centerline of tracks on Naugatuck Greenway in Watertown, CT 2010)
- -More Scenic
- -Bridge or diversion required at Clayville Pond crossing (≈1/2 mile)

Route 12 Trail

- -Less Sceni
- -Interaction with high-speed automobiles

Aspinook Pond Detour

- -Requires land acquisition (2)
- -More scenic/natural setting
- ·Along river
- -Allows for possible connection to Fairview/Quinebaug Camp neighborhood via a public rightof-way.

Pedestrian Bridge

- Dedicated active transport facility
- -Closer to River/Nature
- -Separation from Automobiles
- -More Costly
- -Requires land acquisition south of Pachaug River to return to Public land

Stater Ave Bridge

- -"Tight" fitting into existing infrastructure
- -Less scenic
- -Interaction with automobiles
- -less expensive
- -no land acquisition required

Route 12

The nearest parcel of publicly-owned land with access to the Quinebaug River and the existing trails behind Griswold High School is the wastewater treatment facility on Wedgewood Drive. Approaching from the north, there are potential trail entrances on the west, north, and east sides of this property.

The west entrance requires land acquisition from the Slater Mill property, as well as a bridge or culvert to cross a drainage swale that runs along the wastewater treatment facility's western boundary.

The north entrance requires the trail to run through the wastewater treatment facility or in the margin between its perimeter fence and western property line. Much of this latter option is a narrow strip of land that slopes down to the drainage swale, and will require significant earthwork to accommodate a trail.

The east entrance is located at the intersection of Charles and Victoria Streets, where a public right-of-way extends west and abuts the wastewater treatment facility property. The right-of-way slopes steeply downward from east to west, and will require significant grading in order to accommodate a trail.



Wedgewood Drive Access Poin

- -Also entrance to a wastewater treatment plant
- -Must travel either within plant
- -Requires earthwork and/or bridge
- -Potential flooding risk Western Boundarv
- -Requires land acquisition
- -Requires bridge or culvert to span drainage swale along

In 2010, the CT DOT allowed the Naugutuck River Greenway Trail to run within an active rail corridor provided the edge of the trail be set 25 ft. from the centerline of the tracks

Though more expensive than using existing infrastructure, crossing Pachaug River underneath Route 12 keeps trail users closer to the Quinebaug River and nature. It also allows for the currently neglected land below the bridge to be turned into a usable community space (e.g. park basketball court etc.)

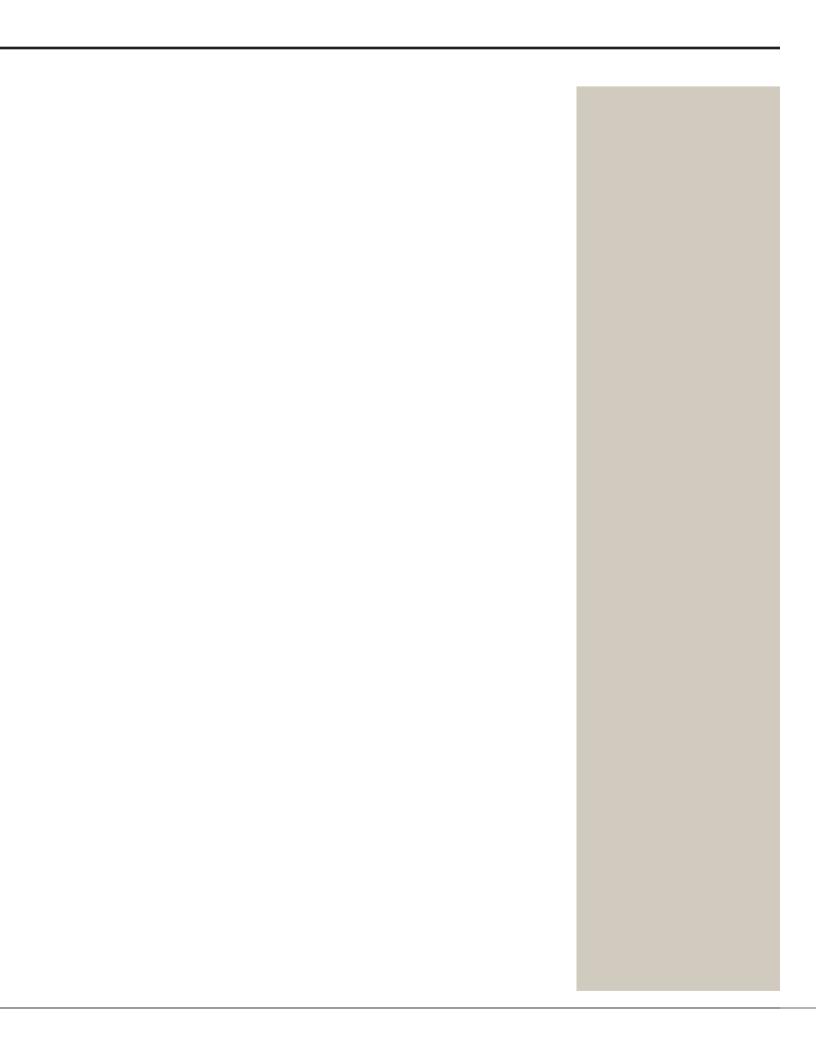
Water Trails

Eastern Connecticut is naturally endowed with an extensive network of traversable, scenic water courses. By promoting their use via official designation of water trails, and providing the necessary facilities, non-motorized boating has the potential to be an invaluable economic and cultural asset to the area. There are thirteen canoe/Kayak launch points along the Quinebaug River, providing access to its nearly forty-five miles of water trails designated as National Recreation Trails. Unfortunately, all of these launch points and water trails are upstream from Griswold. Designating water trails and providing corresponding canoe/kayak launch points along the Canterbury-Norwich section of the Quinebaug River would contribute significantly to the goals of the Greenway and River Trail. Nationally recognized Water Trails on this segment of the Quinebaug River would not only make Jewett City and Griswold more accessible to non-motorized boaters, but it would increase the connectivity of existing water routes; making the whole region more attractive to canoers and kayakers.

A main issue with river trails is the presence of dams. Downstream of the Canterbury/Griswold town line there are two dams on the Quinebaug; the Aspinook Pond Dam in Jewett City and the Quinebaug Falls Dam just before the Quinebaug joins the Shetucket. It is important to provide facilities downstream and upstream from these dams which allow paddlers to remove their craft from the river and safely traverse these hazardous areas.

Apparent Next steps:

- Apply for Connecticut Greenway Designation for the Quinebaug River (2016)
- Consider Road Safety Audit for Route 12 and 138 in the vicinity of the trail to enable future sidewalk improvements
- Seek Recreational Trail Program (RTP) or Small Town Economic Assistance Program (STEAP) funds for trail development
- Apply for Connecticut Greenway Designation for the Pachaug River (2017)





Appendix E





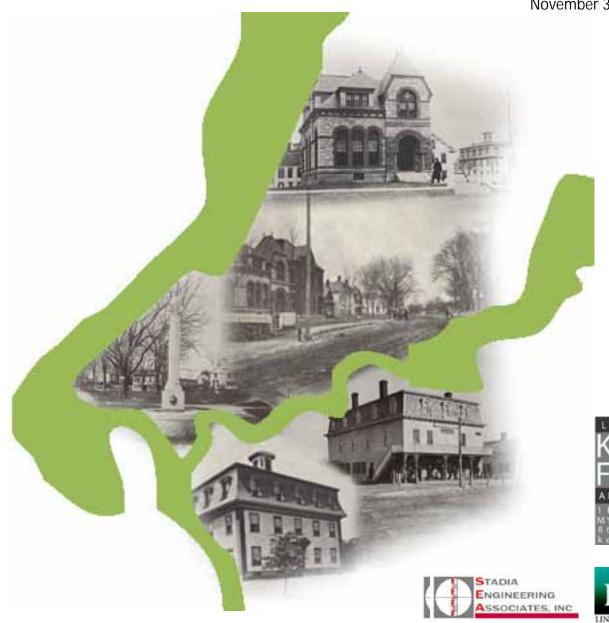
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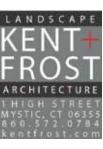


Jewett City Main Street Corridor & Streetscape Improvement Master Plan

Town of Griswold

November 30, 2011







Jewett City Main Street Corridor & Streetscape Improvement Master Plan

Prepared under the direction of the Griswold Economic Development Commission:

Tom Giard, Chairman Paul Lach Chris Hargus

Griswold Board of Selectmen:

Philip E. Anthony, First Selectman Steve T. Mikutel, Second Selectman Theresa I. Madonna Third Selectman

Additional input from:

Main Street Business Stakeholders and Interested Citizens
Griswold Town Planner, Carl S. Fontneau

Prepared by:

Kent + Frost, LLC Landscape Architects Mystic, CT

In association with: Lindsay Liebig Roche, Architects Stadia Engineering

November 2011

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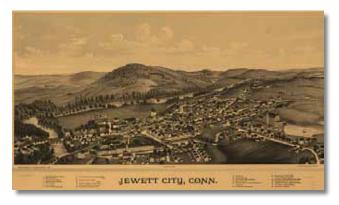
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1.1 BACKGROUND

he borough of Jewett City was for many years the center of commerce and civic life for Griswold and surrounding towns. Beginning in the mid 1800's until the mid 1900's, Main Street and adjacent blocks contained a vibrant mixture of retail, service and residential uses. Buildings fronting on Main Street formed a uniform row along both sides from Slater Avenue to Ashland Street. The public life of Jewett City was carried out in the street, on the sidewalks, in doorways, under the shade of stately Elm trees.



The cohesiveness of Jewett City's downtown began to erode with the decline of the textile industry in the early 1900's and was dealt a serious blow by the 1938 hurricane. Over the years fires, floods and neglect caused the demise of other buildings. Several of these original buildings were replaced by parking lots and new single story commercial buildings set back from the street. The resulting condition of street/sidewalk/parking lot has created large expanses of pavement dominated by automobiles. Of those building that remain, many have suffered from neglect and insensitive facade modifications that have diminished their historic relevance.

A gradual proliferation of directional and regulatory signage has resulted in visual clutter along the curbs and sidewalks. Discordant business signs and advertising placards have been placed in a haphazard pattern. The result is a downtown that lacks a cohesive sense of place and is unfriendly to pedestrians.

The need to improve the Main Street corridor has been articulated by citizens through a series of studies and recommendations over recent years. In 2007, the Town of Griswold adopted the 2006 Plan of Conservation and Development. The POCD made several recommendations that support this project: 1) Expand and maintain sidewalks in Jewett City, 2) Contribute to a plan for increased parking at Town Hall/Slater Library/Senior Center complex, 3) Encourage appropriate infill development in and around the Borough of Jewett City, 4) Utilize 2001 Historic and Architectural Resources Survey to explore establishment of locally designated Historic District or Village District in Jewett City, 5) Support measures that enhance a business retention or expansion program including review of a way to increase parking opportunities in the Borough 6) Encourage appropriate development in and around the borough of Jewett City to utilize properties with public utilities, 7) Encourage EDC to formulate and implement a Jewett City Main Street Program.





In 2010 the Town adopted the Municipal Development Plan. The MDP listed three Priority Municipal Development Projects. High Priority Project #3 was described as: 'Downtown Main Street Streetscape Façade, Parking Plan and Intersection Improvements.' The Town subsequently received a Connecticut Small Town Economic Assistance Program (STEAP) grant for planning and Phase One Improvements for the Jewett City Main Street Corridor. The firm of Kent + Frost Landscape Architects in association with Lindsay Liebig Roche Architects and Stadia Engineers was selected a consultant to the Town. The Master Plan was prepared with input from the Town Economic Develop Commission, the Board of Selectmen, the Town Planner and a Steering Committee of Main Street business stakeholders.

1.2 MASTER PLANNING

WHY DOES JEWETT CITY NEED A MAIN STREET CORRIDOR MASTER PLAN?

The master planning process gives focus to the objectives of the Plan of Conservation and Development and the Municipal Development Plan. It expresses with tangible recommendations the goal of stimulating both public and private investments along the Main Street corridor. There are five guiding principles that shape the Master Plan:

1.2.1 ENHANCE VISUAL CHARACTER

The Main Street corridor will be improved by consolidating street signs, adding furnishings like planters, benches and trash receptacles, and improving building facades. Street trees will create shade that makes the sidewalk experience more pleasant and mitigates the heat-island effect of expansive pavement. A concentration of trees, landscaping, banners, decorative pavement and colored crosswalks at the north and south ends of Main Street will create gateways that establish a positive sense of arrival to Jewett City.



Main Street/Slater Avenue, Jewett City

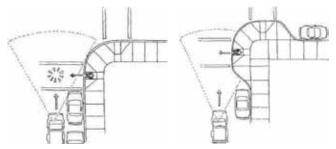


Broad Street/Liberty Street, Pawcatuck, CT

1.2.2 IMPROVE SAFETY

Pedestrians will benefit from sidewalk bump-outs that shorten the street crossing distance and make motorists more aware of crosswalk locations.

Crosswalks will be more visible as strips of colored pavers. Street trees, lamp posts and bump-outs that constrict the visible street width will have a traffic calming effect. Pedestrian scaled street lights will brighten the light levels on the sidewalks, resulting in better visibility and comfort for pedestrians.



Standard Crosswalk Bump-out = Better visibility

1.2.3 ENCOURAGE LOCAL INVESTMENT

Improvements to the streetscape will demonstrate the community's commitment to the downtown district. A program that encourages building owners to improve their building facades will facilitate the improvement of other buildings in the district.





Willimantic, CT - Façade Program - Before and after

1.2.4 COORDINATE PUBLIC AND PRIVATE INITIATIVES

The Master Plan recommends cooperative initiatives like creation of a municipal parking lot

and the improvement of existing parking lots for shared uses. A weekly farmer's market proposed on a private lot along Main Street will bring more shoppers to downtown.



Darien, CT - Municipal Parking lot behind Main Street buildings. Backs of buildings are energized.

1.2.5 CREATE A JEWETT CITY BRAND

Jewett City was founded on the confluence of the Pachaug and Quinebaug rivers. The topography caused by ancient glaciers formed a rapid drop in elevation that enabled hydro-powered textile mills. These mills attracted workers from as far away as Europe and Canada. Descendents of these early residents are today's residents of Jewett City and Griswold. This is the heritage of Jewett City – a "Heritage River Community". This concept has been developed into a graphic logo that will be incorporated with signage, banners and printed materials.



1.2.6 USE SUSTAINABLE PRACTICES

The development of a streetscape and associated infrastructure presents an opportunity for the municipality to implement energy and environmental protection measures that conserve resources and save money over the long term. A new municipal parking lot should be paved with

permeable paving; landscaped islands will absorb runoff and enhance the growth of shade trees that mitigate the heat island effect. New street lights should be equipped with high efficiency light sources such as LED's.



Parking lot with permeable paving and bio-swale stormwater controls

1.3 HOW CAN JEWETT CITY USE THIS MASTER PLAN?

The Main Street Corridor Master Plan deals with the area regarded as the "public realm". This includes the areas in public ownership - the Main Street right of way (typically extending from back of sidewalk or face of building on one side to the same point on the other side of the street), side street rights of way, and Town property. It also includes private areas visible from the public realm such as building facades, front yards and open spaces. The right of way of Main Street and Slater Avenue is owned by the State of Connecticut and therefore changes must be reviewed and approved by the Department of Transportation. Other areas in Town ownership include the side streets (School, Soule, Ashland), Town Hall and the former Town Hall site at the end of School Street.

1.3.1 MAIN STREET STREETSCAPE PLAN

The centerpiece of the master plan is the Main Street Streetscape Plan. This plan depicts built elements such as curb lines, crosswalks, sidewalks, signs, street lights, trash receptacles, planters, trees and landscaping from the Ashland/Main intersection north to Fanning Park. The streetscape plan is a primarily a set of recommendations that will enhance the appearance and functionality of the Main Street corridor.

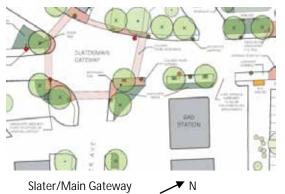


1.3.2 MAINSTREET GATEWAYS

Jewett City's sense of place will be reinforced by the creation of "gateways" at each end of Main Street. Referred to as the "Slater/Main" and "Ashland/Main" gateways, this is where elements of the Streetscape Plan will be concentrated to evoke a strong sense of arrival, demonstrate the community's unique character, and provide clear wayfinding information.

Residents all know that Main Street is the heart of Jewett City, where Town Hall is located, and the post office, Veteran's Park, etc. Strong gateways will let visitors know that they have arrived and be enticed stop and take a look around. Strong gateways may also evoke pride of community in residents who don't need wayfinding cues.

The north gateway – Ashland/Main can be created with improvements entirely within the public realm, while the south gateway – Slater/Main will require some improvement to adjacent private property (most notably the corner service station).



1.3.3 TOWN HALL PARK

Town Hall sits adjacent to the proposed Slater/Main Gateway and suffers from the same urban deficiency of other sites along Main Street: unbroken paving from street to sidewalk to front yard parking lot. This condition is unfriendly to pedestrians and sets a poor example for the Main Street corridor.

The Streetscape Plan includes a concept for a redesigned Town Hall front yard that will replace the parking lot with a compelling green space that includes a center lawn with landscaping, benches, flagpoles, bike racks, an information kiosk and other amenities. Implementation of Town Hall Park will set a compelling example for the potential improvement of Main Street and reinforce the Slater/Main Gateway.



1.4 OTHER PARTS OF THE PLAN

In addition to the streetscape plan, the Master Plan incorporates six other interrelated components:

1.4.1 FAÇADE PROGRAM

The goal of the proposed Façade Project is to assist building owners in the improvement of the Main Street corridor by creating visually attractive facades, storefronts and signage and removing inappropriate past modifications. Façade renovations should be considered as integral parts of an overall plan for enhancing the project area.

1.4.2 PARKING PLAN

The calculation of an appropriate number of parking spaces for Jewett City is a subjective process. This plan recommends a reasonable quantity and distribution of parking spaces near Main Street. An expandable municipal parking lot is recommended behind buildings on the west side of Main Street with access from Soule and Main.

1.4.3 SIGNAGE PLAN

One of the objectives of the plan is to reduce the sign clutter along Main Street. Another is to provide wayfinding signage that makes the navigation of the downtown easier for both drivers and pedestrians. The plan recommends consolidation of street signs and the creation of three types of wayfinding information.

1.4.4 RIVERWALK PLAN

The Pachaug River is an untapped scenic resource just one block east of Main Street. The plan envisions a future pathway linking Veteran's Park to the north with a new parklet overlooking the Slater Dam at Slater Avenue. Completion of the river walk will require relocation of buildings currently occupied by the public utility company. Full implementation of the river walk presents a significant challenge but the potential benefit to Jewett City is exceptional.

1.4.5 JEWETT CITY BRAND DEVELOPMENT

The "Heritage River Community" concept has been translated into a graphic logo with utility for signage, banners and printed materials.

Additionally, the theme of "gratitude to our veterans" has been articulated in a sequence of pole mounted American flags connecting Veteran's Park to the new American Legion veteran's housing project on South Main Street.

1.4.6 FARMER'S MARKET RECOMMENDATION

A weekly farmer's market in Jewett City is appealing to residents that desire a convenient

source of local produce. A market located on the corner of Soule and Main Street will also bring customers to other downtown businesses. Since this corner lot currently serves the hardware store, development of the proposed municipal parking lot next door will make the market feasible.

1.4.7 VISION PLAN

One of Jewett City's greatest challenges is the lack of a uniform building line between Slater Avenue and Ashland Street. Parking lots now exist on sites once occupied by buildings. These frequent gaps along Main Street have a huge negative impact on the downtown's visual cohesion and sense of place. The Master Plan includes a speculative site plan indicating the potential infill redevelopment of parking lots along Main Street referred to as the Vision Plan. This vision can only be realized if current zoning regulations are revised. The potential new buildings will create substantial opportunities:

- § Additional streetscape areas (buildings are shown 15' from the Main Street curb line)
- § Additional amenities like benches, planters, tables and chairs
- § Attractive patios and alleyways connecting to rear parking
- § Rear facing entries and businesses
- § Interconnectivity between adjacent properties through rear lots for parking and circulation



Vision Plan Excerpt



Another element of the Vision Plan is the anticipation of a streetscape with underground utilities. Consideration of this condition was requested by the Town and its potential impact is significant. The removal of utility poles and overhead wires would improve the overall visual character of downtown and provide an opportunity for better street lighting. It must be recognized however, that undergrounding utilities is a very costly undertaking. Many communities have chosen to embark on main street revitalization projects with overhead utilities in place.

The last component of the Vision Plan is a complete river walk, referred to as the "Heritage River Walk", running from Ashland Street across from the entrance to Veterans Park south to the "Slater Dam Overlook" at Slater Avenue.

Completion of the river walk will require relocation

of buildings currently occupied by the public utility company.

1.5 FUTURE STEPS

It is important to realize that although the Master Plan includes specific recommendations for types and locations of improvements, it is not a construction plan. It is however a guideline for those who are designing and reviewing improvements in the future. Any subsequent construction project that the Town undertakes will require more detailed study and may result in designs that differ in detail but harmonize in spirit with the Master Plan's overall vision.

The Main Street Corridor Master Plan does not supersede the Zoning Ordinance, POCD or MDP. Elements or guidelines of the streetscape plan may be incorporated into future versions of these documents as action items or recommendations.

1.6 PROJECT LIMIT MAP



2.0 MASTER PLAN PROCESS

Griswold received a Connecticut Small Town Economic Assistance Program (STEAP) grant in 2010 allowing it to proceed with preparation for the Master Plan process. The Town's Economic Development Commission (EDC) established a Main Street Business Stakeholders Group and solicited statements of qualifications and proposals from interested consultants. The team led by Kent + Frost Landscape Architects, of Mystic (K+F) was selected and began work in April of 2011.

2.1 STEP 1 - DATA COLLECTION

The K+F team began the project by collecting existing data from the Town's Geographic Information System data base (GIS) in order to create a project Base Map. GIS data is derived from aerial photography and surveyed reference points. Stadia Engineers performed additional onthe-ground surveying to increase the database accuracy and produced the highly detailed Base Map that gives the Master Plan a high degree of spatial accuracy. This database will prove valuable for all subsequent work undertaken in the downtown project area.



K+F performed detailed on-site inspections of the project area, taking numerous digital photographs, observing patterns of use and talking to everyday users of the corridor. We reviewed previous studies related to the project such as the POCD, MDP, 2010 UCONN study, and other less recent documents. Additionally, K+F spent an afternoon with Mary Deveau, the Town Historian to learn about the story of Jewett City and its most notable residents.



2.2 STEP 2 - PUBLIC INPUT

An important first step in the planning process was to meet with members of the public and project stakeholders. K+F held input sessions with the EDC, Board of Selectmen, the Business Stakeholders Group, interested citizens, and circulated a questionnaire. Additionally, K+F met with business and building owners along Main Street and with the Griswold Now Business Group.



2.2.1 CASE STUDY COMMUNITIES

The public input process resulted in valuable input that has shaped the Master Plan in important ways. Several stakeholders commented on the success of downtown streetscape projects in comparable communities.



As a result, K+F visited and documented a number of similar communities including Putnam, Willimantic, and Niantic, CT; Littleton, NH; Brattleboro, and Woodstock, VT. K+F also visited a recently completed streetscape and downtown redevelopment in Darien, CT. Observations of these case study communities have helped inform the planning recommendations for Jewett City.

2.2.2 UNFRIENDLY STREETSCAPE

Some stakeholders mentioned that Main Street felt unfriendly because there were no benches. Others felt benches would attract loiterers and enable bad behavior. A consensus agreed that benches were desirable if located in places with high visibility and pedestrian traffic likely to attract legitimate use. Many respondents requested landscaping and seasonal color along Main Street. It was determined that planter boxes along building fronts was the most feasible way to distribute greenery and color along the entire corridor.

2.2.3 PERCEIVED PARKING SHORTAGE

Other comments dealt with a perceived shortage of parking spaces. This sentiment appears to be based on most people's desire to park only along Main Street. K+F's observations have verified substantial underutilization of off-street parking lots behind Main Street buildings. Access to these lots is by way of unattractive alleys – an understandable deterrent to greater use.

2.2.4 DETERIORATING BUILDINGS

The condition of buildings on Main Street was mentioned repeatedly as a strong negative to the appearance of Jewett City. According to one person, the fact that many building owners are absentee landlords contributes to a lack of maintenance and improvement. Formerly, building owners lived in their buildings and expressed their pride of ownership through regular upkeep. The occurrence of owner-occupied commercial buildings is rare today however and other incentives for maintenance and improvement must be found.

The American Legion project on South Main Street was mentioned several times as a good precedent for downtown improvement. Its visibility from the Slater/Main Street intersection will be a benefit.



2.2.5 DESIRABLE BUSINESSES

Several respondents lamented the lack of a grocery store. Other businesses mentioned as desirable include: a fish market, meat market, weekly farmers market, and a theater.

2.3 STEP 3 – PHASE ONE IMPROVEMENT PLAN

A part of the STEAP grant funding was slated for on-the-ground improvements. The goal was to accomplish a master plan that would guide long term investment but also accomplish improvements having an immediate visual impact on Main Street. K+F's first planning assignment was to identify where streetscape elements like benches, planters and trash receptacles could be located while conforming with a long range streetscape plan. A menu of elements and options was presented to the EDC and Board of Selectmen. The approved list of Phase One elements included 6 steel benches, 8 steel trash receptacles, 24 teak planter boxes and 25 American flags. All items were ordered and received by the Town in October of 2011.





PROCESS SECTION 2



2.4 STEP 4 – MASTER PLAN DEVELOPMENT

The Main Street Corridor Master Plan contains three core components and a set of related elements that coalesce into a comprehensive whole. The centerpiece is a Streetscape Plan that anticipates improvement of the public realm along Main Street including the front yard of Town Hall. The Streetscape Plan anticipates improvements based on the existing conditions of buildings, parking and overhead utilities. It is a plan that is actionable in the short term.

The Façade Program includes recommendations for improving existing buildings and for appropriate infill of new buildings on empty lots or parking lots. Since the infill along Main Street would have a transformative effect, it was determined that the best approach would be to prepare a second plan – referred to as the Main Street Vision Plan - in order to anticipate the potential streetscape opportunities infill

streetscape plan but does not replace it. The intention is for the streetscape to be improved incrementally as infill occurs. The Vision Plan also depicts a completed "Heritage River Walk" connecting Slater Avenue with Ashland Avenue and expanded municipal parking lots.

The Streetscape Plan resulted from a combination of stakeholder input and K+F's application of planning principles that address safety and aesthetic issues. The plan evolved from a conceptual diagram with Phase One improvements in May 2011 to a fully planned streetscape corridor connected to municipal parking areas by October 2011.

At a Stakeholders input session on October 27, 2011, the K+F team presented a comprehensive draft version of the Master Plan. Each component of the Plan was described in the context of the overall project goals and objectives. The finished Master Plan was delivered to the Town in November, 2011.

3.1 INTRODUCTION

The following recommendations are intended as a guideline for strategic implementation of the Master Plan. The Streetscape Plan provides a framework for Main Street enhancement that includes changes to the existing sidewalks, curb lines, crosswalks, landscaping and furnishings. The final form of these changes will be determined by detailed design that accounts for constraints such as unmovable utility structures or limited funding resources. It is expected that such constraints will require modifications to the Streetscape Plan. However, future detailed design should adhere to the core objectives of the overall Master Plan:

- 3.1.1 Safety Improvements The principal safety features of the streetscape plan are sidewalk bump-outs and enhanced crosswalks. Bump-outs shorten the crossing distance and allow motorists and pedestrians to see each other more clearly. Enhanced crosswalks are constructed from modular pavers or imprinted concrete of a contrasting color and are more visible to motorists than conventional painted crosswalks. Both should occur where space allows at intersections and mid-block crossings. Secondarily, improved lighting will enhance both vehicular and pedestrian safety.
- 3.1.2 Streetscape Elements The Streetscape Plan recommends a menu of typical elements: benches, trash receptacles, planters, bike racks, trees and planters, newspaper dispensers. The Vision Plan includes the same menu but in increased numbers where space allows. Potential infill buildings are recommended to be setback 15 feet from the street curb where possible. This setback will allow greater space for trees, benches, landscape strips and seating. The current setback to most commercial buildings on Main Street is 8 feet.

- 3.1.3 Parking The municipal parking lot shown on the Streetscape plan doubles in size on the Vision Plan in order to accommodate needs of additional building. New parking areas should be designed to absorb storm water as recommended in the 2010 Griswold Storm Water Plan. Other parking lots are reconfigured to allow interconnections and rear parking.
- <u>3.1.4 Signage and Wayfinding</u> Both plans propose similar signage and wayfinding strategies that include four levels of information:
- § <u>Multiple Direction Placards</u> indicating destinations (Parking, Town Hall, Post Office, Veteran's Park, Library, etc) to be mounted on single poles located at each gateway.
- § Single Directional Placards mounted on various poles and surfaces (light poles, street signs, buildings).
- § <u>Location Maps</u> with listings of businesses, destinations, and cultural resources located at the municipal parking lots and Town Hall Park.
- § Interpretive Signs and Displays that describe the history and cultural life of the Griswold/Jewett City community located at relevant sites like the Slater Dam Overlook.
- <u>3.1.5 Façade Design</u> new buildings should conform to the same design guidelines that apply to renovations.
- 3.1.6 Gateways These are essential elements of the Master Plan and deserve full expression in the short term Streetscape Plan. The redevelopment of Slater/Main's northeast corner could improve the gateway effect.
- <u>3.1.7 River Walk</u> The former Town Hall site can accommodate a loop path with river overlooks. The expansion to connect Slater Avenue to Ashland Street will require significant future investment.

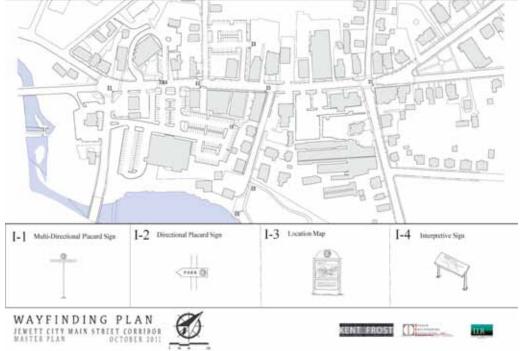
3.2 MASTER PLAN MAPS

The following map depicts the short term Streetscape Plan that encompasses Main Street, adjacent alleyways, Phase One Municipal Parking, the Town Hall Park and the Phase One River Walk. Larger maps are included in Appendix 9.2 and full size versions of all project maps are on file at Griswold Town Hall.



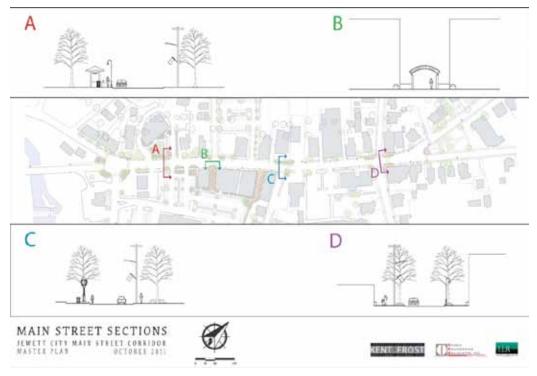
Map 2 - Overall Streetscape Plan

3.2.1 The system of signage that directs visitors to important destinations (Municipal Parking Lot, Veteran's Park, etc) and provides information on the Borough is depicted on a separate map:



Map 6 - Wayfinding Signage

3.2.2 Key locations along the Main Street Streetscape are depicted in cross section views:



Map 7 – Site Sections

The Streetscape Plan has been drawn at a close-up scale with annotations. The Main Street corridor is divided into three sections beginning at the Slater/Main Gateway and moving north:



Map 3 – South Section

3.2.3 Southern Section - Main Street from the Ashland/Main Gateway north to Soule Street

3.2.4 Center Section – Town Hall driveway north to the bank parking lot entrance:



Map 4 - Center Section

3.2.5 Northern Section – Bank parking lot entrance north to Fanning Park:



Map 5 - North Section

3.2.6 The Main Street Vision Plan depicts potential building infill along Main Street, an enlarged Municipal Parking lot, modified parking and rear lot access in various places, and a complete River Walk including a small park overlooking the Slater Mill Dam:



Map 9 - Vision Plan

3.3 RECOMMENDED IMPLEMENTATION SEQUENCE

The implementation of the Master Plan will depend first on the availability of funding resources. The installation of Phase One Streetscape Elements in spring of 2012 will demonstrate that the Town has started the process.

3.3.1 STEP ONE: PHASE ONE STREETSCAPE IMPROVEMENTS

Benches, trash receptacles, planters and American flags are scheduled to be installed Spring of 2012.

3.3.2 STEP TWO: THEMATIC BRANDING IMPLEMENTATION

The Master Plan includes a concept design for a theme and logo based on the community's river heritage. K+F has engaged the service of a professional graphic designer to refine the logo. Use of the logo can occur in banners,

wayfinding signage, pavement insets and printed materials.



Logo Design Concept

3.3.3 STEP THREE: DETAILED DESIGN FOR THE MASTER CORRIDOR PLAN

Implementation of the Main Street streetscape is the single largest component of the Master Plan. Similar streetscape projects throughout Connecticut have been funded by the Connecticut Transportation Enhancement Program. A description of the program criteria

appears in Section 8 of this report entitled "Funding Opportunities."

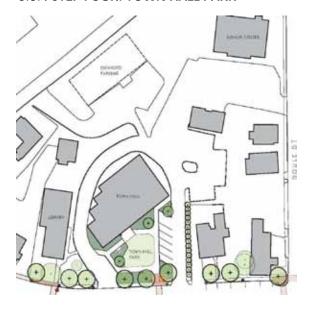
As a prerequisite to accessing Transportation Enhancement funding, a project's detailed design must be completed prior to implementation. This will include additional surveying of existing conditions, location of underground utilities and location of property boundaries.

The Streetscape Plan as prepared will in all probability have to be modified once infrastructure items such as storm drainage and existing underground utilities are located.

Because the site is located within a Connecticut Department of Transportation Right-of-Way, it will be subject to a formal review by the Connecticut Department of Transportation District II Office located in Norwich, CT.

Additionally, the Vision Plan gives schematic guidance for sub-projects such as the River Walk and expanded municipal parking areas. These sub-projects should be more thoroughly studied for feasibility and design potential.

3.3.4 STEP FOUR: TOWN HALL PARK



Town Hall Park Concept Design

A compelling next step might be the implementation of the Town Hall Park. This project may be eligible for STEAP funding and would set a positive precedent that reinforces the community's desire to improve Main Street. The Town Hall Park will displace approximately 5 parking spaces from the front of the building. These spaces can be accommodated at the rear of the site in an expanded parking area. It is recommended that the entire town-owned municipal site be studied to improve efficiency and landscape quality.

3.3.5 STEP FIVE: FAÇADE PROGRAM

The specific recommendations for implementation of the façade program can be found in Section 4 of this report entitled, "Façade Program". The program will be enhanced if the Town is successful in its latest STEAP application for a revolving loan program dedicated to Main Street façade improvement.

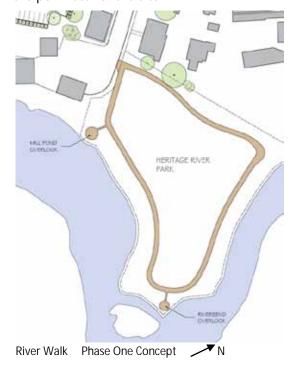


PROPOSED FAÇADE

3.3.6 STEP SIX: RIVER WALK

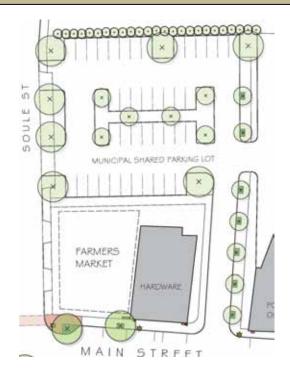
Another distinct part of the Master Plan that may be feasible with STEAP funding is phase one of the River Walk on the former Town Hall property. The proposed loop trail measures exactly a quarter mile, the same distance as a high school track. Loop trails of a measured distance are immensely popular in public parks. This site is especially compelling due to its scenic setting and proximity to downtown. It

may attract downtown workers and nearby residents for lunch-time walks. Additionally, the proposed overlooks will provide additional benefit. Any future development of the site should be compatible since the path runs along the perimeter of the site.



3.3.7 STEP SEVEN: MUNICIPAL PARKING LOT

A proposed parking lot referred as the "Soule Street Lot" is depicted on the Streetscape Plan just west of Anthony's Ace Hardware and fronting on Soule Street. Since this site is currently private property, an agreement for shared use or property transfer will be required. An analysis of downtown parking conditions and opportunities can be found in Section 6 of this report entitled, "Parking Study".



Municipal Parking Lot Concept Design N

3.3.8 STEP EIGHT: FARMERS MARKET

The site identified as most desirable for a Farmers Market depends on implementation of the Soule Street Lot since the market site is an existing parking lot for Ace Hardware. The new lot will provide an alternative parking option for hardware store customers during farmer's market hours.

3.4 FUTURE STEPS & CHALLENGES

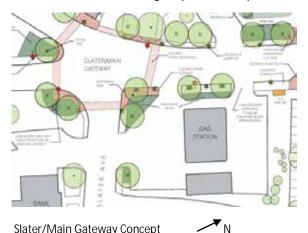
In addition to the recommendations above, there are a few key parcels and projects that were identified for more detailed site-specific design. As with other sites, these are not intended to require a specific development plan but to establish a general framework for the site.

Design suggestions on private parcels should be coordinated with property owners at the time that specific improvements are proposed by the owner or business. The following design recommendations are intended only as options for how the recommendations could be addressed on the site. There are other possible

design solutions and specific ones will have to be worked out with the owners.

3.4.1 SLATER/MAIN GATEWAY

The Slater Main Gateway will require landscape and sidewalk improvements on all four sides to be successful. Modifications to the northeast corner occupied by the Chuck's/Sunoco service station will have the largest positive impact.



Slater/Main Gateway Concept



Northeast Slater/Main Corner Existing Condition



Landscaping on a similar site in Pawcatuck, CT

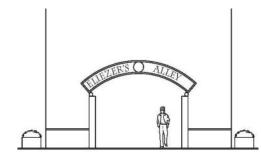
3.4.2 ALLEYWAYS AND DRIVEWAYS

Certain connections between Main Street and rear parking areas occur on private property. These alleyways are important components of the Streetscape Plan but will require property

owner participation to be implemented. The three principal alleyways are: 1) the space between the Maynard Building and the Finn Block, referred to as "Ellezier's Alley":



Ellezier's Alley Concept



Ellezier's Alley Gateway

2) the space behind the one-story building on the south side of School Street, referred to as "River Mill Alley":



River Mill Alley Concept



and 3) an access drive and walkway just north of the Ace Hardware site (on the current Post Office parking area) connecting Main Street with the proposed Soule Street Municipal Parking Lot:



Access Drive/walkway to Rear Parking Lot N



3.4.3 TREES ON PUBLIC & PRIVATE PROPERTY

Main Street will benefit greatly if trees are planted on or near the sidewalk and appropriately spaced. Tree canopies will cool paved surfaces reducing the "heat island effect" and make downtown a more comfortable place for pedestrians in the warm season. They can improve the overall appearance of downtown by softening the hard surfaces of buildings and paving, and by giving Main Street a vertical green enclosure.

In some areas of the Main Street corridor the public right of way is too narrow for street trees, sidewalks, and buildings to coexist. In these cases, trees are shown on adjacent private property. Photographs from the 19th and early 20th centuries show that Main Street was once lined with stately American Elms and other trees. The majority of these trees were planted on adjacent private property.



Main Street Trees - Early 20th Century

3.4.4 ZONING REGULATIONS

Current zoning regulations contain building setback requirements that perpetuate the undesirable pattern of front yard parking lots. Other requirements are counter to the recommendations of this Master Plan. Specific recommendations and options for zoning regulation modification can be found in Section 5 of this report entitled, "Zoning Analysis".



Result of Current Zoning

3.4.5 UNDERGROUNDING UTILITIES

Main Street also serves as a corridor for utility lines mounted on wood poles. These poles support "cobra head" light fixtures that illuminate the street, sidewalks and to a limited extent, the front facades of buildings. The lines run on the east side in close proximity (less than 8') to the largest buildings - Maynard and Finn and switch to the west side just north of School Street. Primary electrical lines traverse at the highest elevation with telephone, cable TV and internet at the lower level. Feeder lines connect to adjacent buildings and branch off at side streets.

The process of removing the overhead utility network and placing it underground (known as "undergrounding") is a complicated and expensive process. A description of this process and a schematic plan of the potential underground section can be found in Section 7 of this report entitled, "Underground Utilities".



Overhead Utilities near Buildings

3.4.6 SUMMARY

The improvements recommended in this Master Plan will not happen overnight. Although some, such as Town Hall Park, the Branding Logo and the Phase One River Walk may be implemented in a relatively short time frame, the majority of the recommendations will be implemented over a period of several years. They will require successful funding initiatives, continued Town supervision, citizen involvement and the cooperation of property owners and the private sector.

As improvements to existing buildings in the downtown occur, adherence to the Master Plan's architectural guidelines will begin to recapture the Borough's latent New England character. Similarly, new development including streetscape construction and building infill will have a transformative effect on Main Street. These combined efforts will over time contribute to a safer and more attractive place to live, visit and do business.

4.1 INTRODUCTION

The goal of the proposed Façade Project is to assist building owners in the improvement of the Main Street corridor by creating a visually attractive environment, blending existing and new or rehabilitated developments into a harmoniously functioning area. Renovations within the project area should be considered as integral parts of an overall development area, with appropriate consideration with respect to materials, orientation, signs, lighting, and use.

The Façade Program will reinforce and be coordinated with other ongoing efforts to improve the streetscape and parking in the project area. For the purposes of this report, a Facade is defined as a building's exterior walls and related construction such as storefronts, decorative elements and windows. Flat roofs are excluded.

4.2 PROGRAM OBJECTIVES

To summarize, façade improvements completed in adherence to the Design Standards will:

- Enhance the economic vitality of Jewett City's business district.
- Stabilize multi-story buildings by restoring the exterior envelope to allow for future improvements to the upper floors as housing or offices.
- 3. Reinforce Jewett City's historic character; enhancing the streetscape with appropriately renovated storefronts.
- 4. Discourage incompatible alterations to buildings within the district.
- 5. Integrate new, appropriate "infill" structures into existing open spaces to create a harmonious streetscape, attracting pedestrians and potential businesses.

6. Increase the density and diversity of commercial and residential activity within the district.

NOTE: There are a number of later 20th century rather nondescript buildings within the project area. It is not inappropriate to enhance the façades of these buildings with more traditional design elements that will integrate them better with their older neighbors. These types of improvements must be done with sensitivity, but the result can be a structure that contributes to the continuity and character of the renovated streetscape.

4.3 PROGRAM CHALLENGES

There are a number of challenges to renovating the facades of existing buildings that need to be considered, including:

- Cost. Renovation work can be expensive. Older commercial buildings have often been renovated multiple times over their lifetime, sometimes without much regard for structural integrity or original features or details. Uncovering unknown conditions is common, and correcting them can be costly. The "can of worms" factor is also not to be ignored, meaning that once a building is examined in detail and parts are removed, a whole range of new problems might be uncovered that must be addressed, thereby turning a modest restoration into a far more extensive project.
- 2. Abatement of Hazardous Materials. Asbestos and lead paint were common building materials as late as the 1970's and are often encountered during renovations. They must be properly abated in conformance with stringent regulations.
- 3. Maintenance of Existing Businesses. Nearly all the buildings in the project are currently occupied by ongoing businesses that either own or rent their space. It is critical that any renovations allow for these businesses remain open during construction. All life safety elements such as exits, emergency lighting, weather protection, etc. must be maintained. This can present a logistical challenge for the

contractor and resistance from the business owner.

- 4. Signage. The majority of business signs along Main Street do not conform to the standards proposed for the Façade Program. Some are out of scale, some are internally lit and made of plastic, while others look makeshift or are poorly maintained. Business owners may resist replacing these signs, usually designed to attract maximum attention and visibility, with more discreet signs that are more in keeping with the vision for a new streetscape.
- Note: Downtown Mystic is a good example of signboards, hanging signs and window signs working together to create a unified streetscape, although the individual sign designs vary widely.
- 5. Inertia. As a new initiative, the Façade Program will be helped out greatly if one or two "pilot" façade restorations are completed. This will help overcome the attitude that what's on the street now is good enough and that improving the facades may not translate into an improvement in business. Public skepticism about government programs in general could also be a factor.
- 6. Design Requirements. Building owners may be reluctant to incur the cost of hiring a design professional to design an appropriate restoration that conforms to design standards. This could be eliminated if the City offers free consultation and preliminary design studies prepared by an architect.

4.4 RECOMMENDED ACTION STEPS

Listed below are the basic steps that should be addressed to institute an effective Façade Program:

 Outreach: Continue efforts to educate building owners about the Program and its potential benefits. Consider preparing a short PowerPoint presentation that could be shown to owners.

- 2. **Design Standards**: Finalize design standards for project area, including infill building design and signage.
- 3. **Design Review** A mechanism for reviewing proposed designs should be established, whether by assign this task to an existing board or committee or by creating a new one.
- 4. **Zoning**: Revise existing zoning requirements for the C (Commercial) Zone and Signs, specifically:
- a. Section 9.2 requires a minimum 40 foot setback from the Street Centerline in a
 C Zone. Subsections 9.2.2 allows non conforming additions to existing buildings that extend no closer to the street. Since continuity of setbacks along the sidewalk is an important characteristic of a unified streetscape, an addition that does extend to the average setbacks of surrounding buildings should not be permitted.
- Section 13.7 General Sign Requirements should be revised to include or reference special sign design standards applicable to the façade project area.
- 5. Village District Consideration: Section 8-2j of the 2011 Connecticut code describes a zoning option called Village Districts that municipalities can adopt if certain criteria are met. Many of the goals of a Village District designation overlap with the current efforts to improve the Main Street. It is recommended that this option be explored further. For reference, Section 8-2j has been included as an appendix to this report.
- 6. Design Assistance: Institute a "Design Assistance Program" offering free preliminary design assistance to building owners from a design professional. This assistance would allow an owner to see the potential of his/her building and how the restored façade(s) could actually look. A design consultant(s) would need to be identified. Possible components of such a program are listed below:

- Meet with owner to discuss his/her ideas for their façade and any other constraints or existing conditions that should be taken into account. (Required entrance, a/c units, signage, etc.)
- b. Photograph and measure the existing façade and prepare an "as-built" elevation drawings.
- c. Prepare preliminary elevation of proposed façade improvements, including signage and call out of materials.
- d. Review design with owner and revise as necessary.
- e. After review and approval of owner, prepare final presentation elevation in color.
- f. Prepare a preliminary Cost Estimate.
- 7. **Pilot Project(s):** initiate pilot projects to give the project public exposure and hopefully increase interest among other building owners.
- 8. **Incentives**: Investigate other incentives that the Town might be able to offer.
- 9. **Funding:** Investigate public and private sector funding sources that could offer grants or loans for the actual construction.

4.5 DESIGN CONSIDERATIONS

The intent of these guidelines is not to require specific architectural features or even dictate architectural style. Rather it is to identify a range of design options to encourage appropriate façade renovations and other development to revitalize the historic character of Jewett City.

Appropriateness of Design and Materials:

a. Designs and materials for all development should reflect the traditions and style of Jewett City's heritage. Particular care should be taken in the design and choice of materials for building adjacent to existing historic or architecturally significant buildings.

- b. In general, facades which have numerous shadow lines are more interesting than those composed of vast, flat expanses of material. Rehabilitation design should seek to encourage visual interest in the various streets.
- c. Signage is a critical element in the renovation of any commercial facade. Signs should be of a size, shape and color which blend well with the building and with adjacent development. Signs which are deemed inappropriate should be replaced by those which are more compatible and in compliance with the Façade Program's design standards. Coordination of the type, size and location of signs is required and will be reviewed as part of the overall façade improvements or new construction.
- d. Materials employed in façade rehabilitation work should be suitable to Jewett City's climate, and require minimum maintenance while still achieving the visually appropriate design goals listed above. Modern materials offer a wide range of viable substitutes for traditional wood. Their appropriate use is encouraged. Economic feasibility and durability of proposed improvements, along with aesthetics, are primary concerns.
- e. Façade rehabilitations design shall embrace the concepts of "Green Design" and energy conservation insofar as possible.

4.6 DESIGN GUIDELINES

The design guidelines discussed below are intended to recommend an approach to the restoration of existing facades and new infill buildings to that will lead to a compatible streetscape. New construction and sensitive façade restoration that adopt these guidelines will create a sense of place, leading to a more convenient, safe, and attractive downtown business district. Existing Jewett City buildings demonstrate a great variety of style, window treatments and roof forms. This variety, developed through the past 150 years, creates and interesting and varied streetscape. There is no one

pattern or design of facades and roof forms that must be followed. The maintenance of a harmonious and interesting street, lined with quality architecture, where each building contributes character and quality workmanship is the ultimate goal.

<u>General Note:</u> These general design standards should be applied on any give project in a practical and sensible way. Most of the buildings likely to be restored are not important historical landmarks, but are rather typical 19th century commercial blocks or smaller, later, simpler structures. Practical, attractive and appropriate facades are the goal, not meticulous historical restorations that would require a much higher degree of historical accuracy and preservation.

4.6.1 GENERAL

- 1. Design and scale should be compatible with surrounding buildings.
- Architectural elements should be used to break up massive facades into smaller components of graduated heights to match neighboring buildings.
- 3. Buildings should be set back from street in a manner consistent with their neighbors.
- 4. Parking areas in front of buildings are discouraged as they interrupt the rhythm of the streetscape and create voids that detract from the pedestrian's comfort.
- Buildings facing onto major urban spaces should be designed to facilitate retail or commercial activities at street/pedestrian levels. Ideally, interiors should be visible from the outside to heighten pedestrian interest and provide security.
- 6. Proportions of new building elements windows, doors, bases, cornices should be in scale with surrounding buildings.
- 7. Building materials, textures and colors should be compatible with the streetscape.

8. Pedestrian accessibility, preferably through a main entrance from the street façade of the building, is recommended.

4.6.2 STOREFRONTS

An understanding of the original intent of the builder and familiarity with the traditional architectural elements of a 19th century storefront will assist in planning rehabilitation and/or restoration. Photo archives, (if available) can show original details often lost through years of revision and redesign.

- 1. Maintain character defining features whenever possible.
- Maintain commercial character of existing storefronts.
- Maintain open character of the storefront by using comparatively large amounts of glass, which invite pedestrians into the building. Windows should not be blocked with large signage, curtains or other material.
- 4. ARCHITECTURAL ELEMENTS OF A TRADITONAL STOREFRONT:

(Note: refer also to illustration No. 1)

- a. Structural supports: These may be wood, masonry, steel or cast iron depending on the original architecture. They are essential to carry the weight of the structure above and allow the use of large display windows.
- Roof cornice: Most historic buildings have cornices to cap the façade. Repetition and general alignment along the street contributes to the visual continuity and should be preserved and maintained or reconstructed.
- Upper-story windows: the proportions and details of these windows contribute to the character of the commercial storefront.
- d. **Storefront cornice:** May be simple or an elaborate series of moldings. It is a line that caps the storefront composition and divides

SECTION 4

the storefront façade from the upper level of the building. It may include brackets, panels or ornamental details.

- e. **Sign band:** Space above the storefront windows, usually with an architectural detail to frame the name of the establishment.
- f. Transoms: Located above the entrance and display windows. Originally intended to provide additional light and sometimes ventilation into the retail space. They are often of multi-pane design or fitted with stained, leaded or textured glass.
- g. Display Windows: Extensive window displays advertise the retail product, provide visual interest to pedestrians, provide natural lighting in the store and usually flank the entrance to the storefront.
- h. **Bulkhead** (aka. base or kick plate): Provides the base for the glass and the display window. Typically they are frame construction and sometimes have raised panels. Retain original bulkhead as a decorative panel- this adds detail to the streetscape. If the original is missing, develop a sympathetic replacement design. The use of original materials, wood, metal and masonry, is preferred.
- Entry: Traditionally recessed to provide shelter for customers entering and leaving the store, they also provide additional views of the merchandise on display.
- j. Doors: Preserve or reproduce historically significant doors. They are very important parts of any storefront. Modify the design if necessary to conform with accessibility standards, if possible. (See illustration)

4.6.3 FACADES & ROOF FORMS

1. Incorporate wall plane projections or recesses where appropriate.

- 2. Incorporate display windows, awnings or other such features to create visual interest on a ground floor façade facing a public street.
- 3. Variations in roof lines should be used to add interest and complement the character of the streetscape.
- Brick and masonry walls should be carefully inspected. Re-point mortar joints as necessary and replace damaged bricks or stones. After re-pointing, wash with an appropriate chemical cleaner.
- Painted façade colors should in general be low reflectance, subtle, neutral or earth tone colors.

4.6.4 WINDOWS

- Windows should not be flush with the exterior wall but provide depth and interest to the façade.
- 2. Quality, low-maintenance, replacement windows, appropriate to the style of the building, are acceptable.
- Replacement windows should fill the entire original window opening and include all original window elements.
- 4. Maintain the proportion, general style and symmetry of the existing window patterns.
- 5. Frames, sash, muntins, mullions, glazing, sills and other window parts should be similar to the original windows. Where reproducing divided light windows, sash with "True Divided Lights" should be used. Snap-in grilles, though cheaper, are discouraged.
- 6. Use insulating Low-E glass for energy conservation. Do not use reflective, heavily tinted glazing. Window transparency is especially important along the street level to maintain pedestrian interest.

SECTION 4

7. Do not add divided light windows to structures that historically did not have divided light windows.

4.6.5 SIGNAGE

Signs are a vital component of any commercial façade as well as a pedestrian-friendly, attractive streetscape. A sign should be in scale with its architecture, appropriately placed and well-designed. Size, lettering, shape and symbols are important element s of a sign. The unique combination of these elements creates a distinctive sign.

- Avoid visual clutter. Too many small signs or signs that are too large or not well placed will actually reduce the effectiveness of the signage.
- The overall design of the building and other nearby signs should be considered together.
 Well designed signs combined with pleasant building facades, clean sidewalks and good lighting attract people to businesses.
- 3. Internally lit plastic or metal signs are discouraged.
- 4. Hanging signs should be suspended from attractive, sturdy steel or wrought-iron brackets. These signs should be designed for high-wind conditions and anchored to the building façade accordingly.
- 5. Neon window signs have been in use since the 1920's and can be considered where appropriate and in scale.

4.6.6 AWNINGS

Awnings were traditionally used to provide shelter from sun, rain and snow for storefronts. They also provide secondary locations for signage. They add color and interest to building storefronts and can emphasize display windows and entrances.

- 1. Important architectural details should not be concealed by awnings, canopies or marquees.
- 2. Canvas and fire-resistant acrylic are preferred awning materials. The use of vinyl or plastic as awning materials is discouraged.
- 3. Retractable, crank-out awnings were often installed, giving the store owner an option and are still available.

NOTE: Though modern fabrics are much superior to traditional canvas, awnings do require maintenance and care to have a long service life.

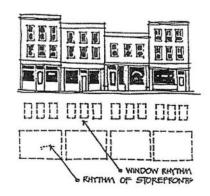
4.7 INFILL BUILDINGS

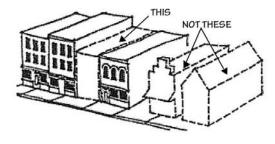
Design of infill buildings should, in general, follow the design guidelines described above. Listed below are some additional standards for new infill structures.

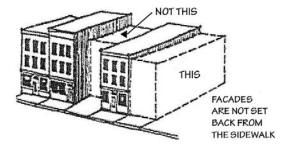
- Window and door openings in new construction should use the patterns of surrounds buildings, maintaining first floor height and an appropriate alignment of windows. The size, shape and scale of the new windows should be in proportion to the openings of neighboring buildings.
- The ratio of window area to solid wall for the façade should be in scale with the pattern of neighboring buildings.
- 3. The type of roof used in an infill building should be similar to the adjacent buildings.
- 4. Infill construction should be designed to reinforce the spatial organization established by surrounding buildings.
- Setbacks should be similar to those found along the block on which the new building is sited.

- 6. The organization of the main façade and pedestrian entrance should relate surrounding buildings.
- 7. Infill construction should enhance the pedestrian-oriented character of the street.
- 8. New construction should include decorative elements that are compatible with surrounding structures.
- 9. Design for new construction in major city gateways and corner lots should include architectural enhancements to complement the streetscape.

BUILDING INFILL STANDARDS:







APPENDIX

VILLAGE DISTRICTS: 2011 Connecticut Code Title 8 Zoning, Planning, Housing, Economic and Community Development and Human Resources Chapter 124 Zoning.

Sec. 8-2j. Village districts. Compatibility objectives with other uses in immediate neighborhood. Applications. Village district consultant. (a) The zoning commission of each municipality may establish village districts as part of the zoning regulations adopted under section 8-2 or under any special act. Such districts shall be located in areas of distinctive character, landscape or historic value that are specifically identified in the plan of conservation and development of the municipality.

(b) The regulations establishing village districts shall protect the distinctive character, landscape and historic structures within such districts and may regulate, on and after the effective date of such regulations, new construction, substantial reconstruction and rehabilitation of properties within such districts and in view from public roadways, including, but not limited to, (1) the design and placement of buildings, (2) the maintenance of public views, (3) the design, paving materials and placement of public roadways, and (4) other elements that the commission deems appropriate to maintain and protect the character of the village district. In adopting the regulations, the commission shall consider the design, relationship and compatibility of structures, plantings, signs, roadways, street hardware and other objects in public view. The regulations shall establish criteria from which a property owner and the commission may make a reasonable determination of what is permitted within such district. The regulations shall encourage the conversion, conservation and preservation of existing buildings and sites in a manner that maintains the historic or distinctive character of the district. The regulations concerning the

exterior of structures or sites shall be consistent with: (A) The "Connecticut Historical Commission -The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings", revised through 1990, as amended; or (B) the distinctive characteristics of the district identified in the municipal plan of conservation and development. The regulations shall provide (i) that proposed buildings or modifications to existing buildings be harmoniously related to their surroundings, and the terrain in the district and to the use, scale and architecture of existing buildings in the district that have a functional or visual relationship to a proposed building or modification, (ii) that all spaces, structures and related site improvements visible from public roadways be designed to be compatible with the elements of the area of the village district in and around the proposed building or modification, (iii) that the color, size, height, location, proportion of openings, roof treatments, building materials and landscaping of commercial or residential property and any proposed signs and lighting be evaluated for compatibility with the local architectural motif and the maintenance of views, historic buildings, monuments and landscaping, and (iv) that the removal or disruption of historic traditional or significant structures or architectural elements shall be minimized.

(c) All development in the village district shall be designed to achieve the following compatibility objectives: (1) The building and layout of buildings and included site improvements shall reinforce existing buildings and streetscape patterns and the placement of buildings and included site improvements shall assure there is no adverse impact on the district; (2) proposed streets shall be connected to the existing district road network, wherever possible; (3) open spaces within the proposed development shall reinforce open space patterns of the district, in form and siting; (4) locally significant features of the site such as

distinctive buildings or sight lines of vistas from within the district, shall be integrated into the site design; (5) the landscape design shall complement the district's landscape patterns; (6) the exterior signs, site lighting and accessory structures shall support a uniform architectural theme if such a theme exists and be compatible with their surroundings; and (7) the scale, proportions, massing and detailing of any proposed building shall be in proportion to the scale, proportion, massing and detailing in the district.

- (d) All applications for new construction and substantial reconstruction within the district and in view from public roadways shall be subject to review and recommendation by an architect or architectural firm, landscape architect, or planner who is a member of the American Institute of Certified Planners selected and contracted by the commission and designated as the village district consultant for such application. Alternatively, the commission may designate as the village district consultant for such application an architectural review board whose members shall include at least one architect, landscape architect or planner who is a member of the American Institute of Certified Planners. The village district consultant shall review an application and report to the commission within thirty-five days of receipt of the application. Such report and recommendation shall be entered into the public hearing record and considered by the commission in making its decision. Failure of the village district consultant to report within the specified time shall not alter or delay any other time limit imposed by the regulations.
- (e) The commission may seek the recommendations of any town or regional agency or outside specialist, with which it consults, including, but not limited to, the regional planning agency, the municipality's historical society, the Connecticut Trust for Historic Preservation and The

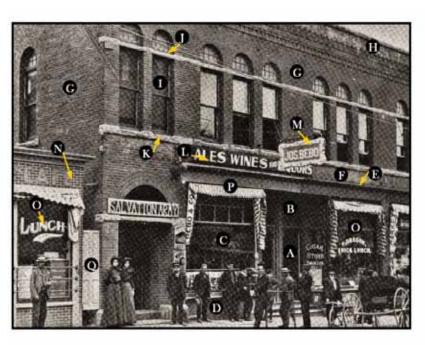
University of Connecticut College of Agriculture and Natural Resources. Any reports or recommendations from such agencies or organizations shall be entered into the public hearing record.

- (f) If a commission grants or denies an application, it shall state upon the record the reasons for its decision. If a commission denies an application, the reason for the denial shall cite the specific regulations under which the application was denied. Notice of the decision shall be published in a newspaper having a substantial circulation in the municipality. An approval shall become effective in accordance with subsection (b) of section 8-3c.
- (g) No approval of a commission under this section shall be effective until a copy thereof, certified by the commission, containing the name of the owner of record, a description of the premises to which it relates and specifying the reasons for its decision, is recorded in the land

records of the town in which such premises are located. The town clerk shall index the same in the grantor's index under the name of the then record owner and the record owner shall pay for such recording.

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- A RECESSED ENTRANCE DOOR
- B GLASS TRANSOM
- C DISPLAY WINDOW
- D BULKHEAD or BASE
- E STOREFRONT CORNICE
- F SIGNAGE BAND
- G EXTERIOR WALL MATERIAL
- H BUILDING CORNICE
- I WINDOW (FRAME & SASH)
- J WINDOW LINTEL
- K WINDOW SILL
- L HORIZONTAL SIGN BOARD
- M HANGING SIGN
- N APPLIED LETTER SIGN
- O SIGN PAINTED ON GLASS
- P RETRACTABLE FABRIC AWNING
- Q ALLEYWAY CLOSURE DOOR or PANEL

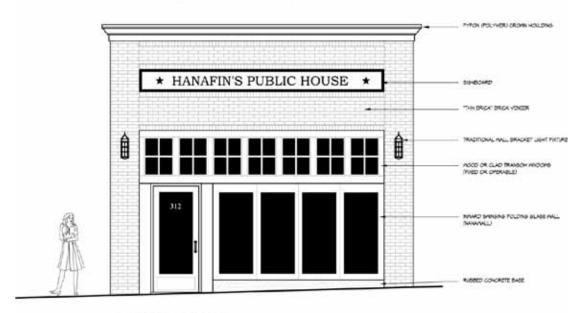
ELEMENTS OF A TYPICAL TRADITIONAL FAÇADE (Southbridge, MA)

Illustration 1

TYPICAL FAÇADE IMPROVEMENT PROJECT



EXISTING FACADE - STATE STREET



PROPOSED FACADE

FACADE RENOVATION STUDY HANAFIN'S PUBLIC HOUSE New London, CT



Illustration 2

JEWETT CITY MAIN STREET PILOT FAÇADE PROJECT



Illustration 3

5.1 INTRODUCTION

ZONING IMPEDIMENTS TO PRESERVING THE HISTORICAL INTEGRITY OF REMAINING MAIN STREET STRUCTURES

The purpose of this analysis is to identify any existing zoning regulation irregularities that would hinder the preservation of the existing structures that are within the Main Street Corridor study area of the Borough of Jewett City.

The Main Street area is the heart of the Borough of Jewett City. It contains a myriad of land uses that make up the essence of a thriving Central Business District. The land uses consist of a municipal government center, numerous retail businesses, customer service businesses, restaurants, banking institutions, churches, library, professional offices and a multi-family component.

Like many Connecticut towns the Borough of Jewett City has lost several key historic structures resulting from the lack of proper building maintenance that resulted in buildings being condemned and razed as the cost to bring the structures back into code compliance was too significant. Other causes for Main Street building losses were demolition to make way for new and more modern structures and lastly fire.

The success of the Main Street Corridor is dependent on the ability of the Borough of Jewett City and the Town of Griswold to give the Main Street Corridor a strong sense of place and enhance the quality of life by creating a vibrant and healthy Main Street that will attract people and private re-investment in the business core.

A review of the current Borough of Jewett City Zoning Regulations has identified several sections that do not protect the historic architectural character of the Main Street Corridor and its remaining structures. Because there are no regulations in place that require a review of proposed building alterations or demolition by a historic preservation board or architectural review board, building owners are free to make whatever changes that they desire without paying any attention to the preservation of the historical significance of their respective buildings.

5.2 EXISTING ZONING

Section 2.2.10 of the Griswold Zoning Regulations states that: "All lots shall have frontage on and direct access to a street.

Direct access could be interpreted to mean vehicular access as well as pedestrian access. Vehicular access would require siting a new structure well beyond the back of the sidewalk which in turn would break up the historic Main Street line.

Section 2.4 of the zoning regulations states that: "All requirements regarding height, yards, setbacks and parking for the appropriate district in which such lot is situated shall be met." In order to ascertain the relevance of these requirements, Section 9 of the zoning regulations comes into play.

Section 9 of the regulations entitled: "Dimensional Requirements" establishes minimum setbacks from the street centerline, establishes minimum side, rear and lot coverage requirements, all of which could potentially have a negative impact o the Main Street Corridor. If any of the existing buildings were to be razed and a new building proposed or if any of the current vacant lots were to be developed, the strict adherence to these dimensional requirements would be detrimental to historic restoration of Main Street and could further fragment the existing building facades that historically have been located directly behind the existing sidewalk.

Ideally, any new downtown buildings should be designed to complement and mirror the historic front façade placement of the existing structures along the street line directly behind the existing sidewalk area.

There are at least two sizeable vacant lots on Main Street that could support new structures. To locate the proposed structures in accordance with the current Borough Zoning Regulations would be a travesty to the historical renaissance of Main Street.

Section 7.2 of the zoning regulations allows single family, two family and multi-family dwelling units to be constructed on the street level of a building. As these land use types are permitted in the C Commercial Zone and the Main Street Corridor is Zoned C Commercial, an existing or proposed building within the Main Street Corridor could have its first floor space occupied by a residential use.

Residential uses should not be allowed to occupy first floor street level space. First floor space should only be occupied by retail, restaurants, business, office use or customer service oriented businesses.

Section 9.2 states that "the minimum setback from street centerline in the C Commercial Zone shall be 40 feet." The Main Street Corridor is zoned C and any new building would be required to be setback a minimum of 40 feet from the centerline of Route 12. Section 9.2.3 states that "a new building need not be set back any further than the average setback for all other existing buildings in the block wherein it is to be constructed."

Although Section 9.2 technically allows the new building to be in line with existing buildings, the option to set the building back further still remains with the owner/developer of the Main Street property.

The similar concerns that were previously expressed under Section 2.4 with reference to Section 9 of the zoning regulations would also apply here.

Sections 9.3, 9.4, 9.5 and 9.6 of the regulations all deal with maximum lot coverage, minimum side yards, minimum rear yards and maximum building height respectively. All of these requirements are potential impediments to the preservation of the historical character of the Main Street Corridor as they allow for variations in new construction that did not exist when the existing historic Main Street Structures were built.

Section 11 of the regulations entitled: "Parking and Loading Requirements," lists the off street parking requirements for all land use types that could be established within the Main Street corridor. Again, any new construction within the Main Street corridor would be hard pressed to satisfy the parking requirements for the proposed structure under the current zoning regulations.

Section 11.4 of the regulations states that: "Every commercial, use, or addition there to" must maintain at least one paved off-street loading space not less than 10 feet in width and 30 ft. in length.

It would be next to impossible to provide off street loading space without severely compromising the developers ability to construct a new structure where there are vacant lots along the Main Street Corridor. Historically speaking, deliveries typically take place in the front of the business with the delivery vehicle parked on the street or at the rear entrance of the business.

Section 12.6 of the regulations addresses: "Multi-family dwellings in R, RC and C Commercial zones and further states that: "No residential building shall contain more than six dwelling units and no building containing a mix of uses shall contain more than four units all of which shall be located

above or below the street level of the building." The Main Street is located within the C Commercial zone designation.

The establishment of a residential (multi-family) base in a downtown setting is key to making the downtown area a thriving and active center. When there are people residing directly in the heart of the downtown, the downtown will be successful as there is a built-in captive people base that will be highly visible to others and encourage them to want to visit the Main Street corridor.

Section 13 of the zoning regulations deals with general sign requirements. The zoning regulations lack a unifying sign theme and design type for the C Commercial zone. Pretty much anything is permitted as long as the proposed sign adheres to the dimensional requirements as spelled out in the regulations.

Section 13.8 of the zoning regulations entitled "Bond Requirement," requires a bond for any type of improvement to an existing building or for a proposed new building and further requires that the bond "shall be in an amount 150% of the construction cost."

Having to post a bond to cover 150% of the proposed construction cost is without question a deal breaker. If the estimated construction cost is say \$200,000.00 the owner would have to file a bond in the amount of \$300,000.00. With such a significant bond requirement, a property owner will either refrain from making the improvements or quite possibly put the property up for sale.

The current Borough of Jewett City Zoning
Regulations need to be updated. A special Main
Street District or Village District regulation should
be developed to address the specific needs of Main
Street and to promote the on-going
redevelopment of the downtown area and
preserve the remaining architecturally significant

and potential historic structures from further deterioration and decay.

The Griswold Planning and Zoning Commission is the entity charged with the responsibility of overseeing the planning and zoning component of the Borough government. The commission could exercise its right pursuant to Section 8-2 of the Connecticut General Statutes and establish a six month moratorium as a stop gap or interim step to temporarily stop development within the designated Main Street area while the planning staff and commission work in concert to draft a comprehensive zoning amendment or new zoning ordinance designed to foster and implement the goals and objectives of the Jewett City Main Street study.

5.3 VILLAGE DESIGNATION

Section 8-2j of the Connecticut General Statutes entitled: "Village districts....," provides legislation that allows the zoning commission of each municipality to establish village districts as part of their zoning regulations. The statute requires that such districts must be located in areas of "distinctive character, landscape or historic value." The district must be identified in the municipalities' plan of conservation and development.

The statute further states that the regulations that establish the village district shall protect the distinctive character, landscape and historic structures within such districts and may regulate such things as new construction, substantial reconstruction and rehabilitation of properties within such districts and in view from public roadways including the design and placement of buildings, the maintenance of public views, the design, paving materials and placement of public roadways, and any other elements that the commission deems appropriate to maintain and protect the character of the village district.

The statute gives the commission the authority to consider the design relationship and compatibility of structures, plantings, signs, roadways, street hardware and other objects in public view. The regulations further encourage the conversion, conservation and preservation of existing buildings and sites in a manner that maintains the historic or distinctive character of the district.

When a commission establishes a village district designation based on this statute, the regulations concerning the exterior of structures or sites must be consistent with The Connecticut Historical Commission – The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures."

Section 8-2j further requires that all development within the district must achieve certain compatibility objectives as follows:

- § Buildings and layout of buildings and included site improvements must reinforce existing buildings and streetscape patterns and not create any adverse impacts on the district.
- § Any proposed streets must be connected to the existing district road network.
- § Open spaces within the proposed development must reinforce open space patterns within the district.
- § Locally significantly features of the site such as distinctive buildings or sight lines of vistas from within the district shall be integrated into the site design.
- § Landscape design must complement the district's landscape patterns.
- § Exterior signs, site lighting and accessory structures must support a uniform architectural theme.
- § The scale, proportions, massing and detailing of any proposed building must be in proportion to the scale, proportion, massing and detailing in the district.

5.4 OTHER MAIN STREET OPTIONS

5.4.1 HISTORIC OVERLAY ZONE:

Historic preservation of a communities Main Street area can also be preserved by establishing a Historic Overlay Zone.

An Overlay Zone is a zoning regulation that is developed for a specific area and is an additional layer of zoning regulations that are applied over the existing underlying zone designation for a specific purpose such as the preservation of historical, architectural or cultural areas that are worthy of preservation.

When an overlay zone is established it allows the commission to regulate the proposed use of a building and encourages the preservation, restoration and rehabilitation of buildings that are of historical, architectural or cultural value.

Section 8-2 of the Connecticut General Statutes was amended to allow zoning commissions to consider historic factors when making a zoning decision.

The creation of an overlay zone may prove to be more beneficial than the creation of a local historic district commission for the following reasons:

- § A zone change overlay zone does note require the two-thirds approval of the property owners to establish the overlay zone
- § An overlay zone does not require the approval of the legislative body of the community.
- § The planning and zoning commission can regulate the use of the buildings within the overlay zone.

The coordination of zoning regulations with preservation goals is critical so that conflicts do not arise between incompatible zoning regulations.

5.4.2 HISTORIC DISTRICTS

Chapter 97a of the Connecticut General Statutes entitled: "Historic Districts and Historic Properties" allows any municipality to, by vote of its legislative body and in conformance with the standards and criteria formulated by the Connecticut Commission on Culture and Tourism, establish within its confines an historic district or districts to promote the educational, cultural, economic and general welfare of the public through the preservation and protection of the distinctive characteristics of buildings and places associated with the history of or indicative of a period or style of architecture of the municipality, of the state or of the nation.

Although Historic Districts can be successful there are some draw backs with historic district designations. Namely, Historic District Commissions cannot regulate the use of a building within the designated district where the planning commission or zoning board can regulate the use. On the positive side of establishing a Historic District, the Historic District Commission can

exercise some control over the demolition of a structure where the Planning and Zoning Commission has no control.

The establishment of a Historic District requires a two thirds vote of all of the property owners within the limits as established by the proposed Historic District. Getting two thirds of the property owners to commit to the Historic District designation can be difficult as the property owners are fearful of the controls that the district will establish.

The establishment of a Historic District also requires the approval of the Historic District by the municipalities' legislative body.

5.4.3 SUMMARY

The final Main Street tool to be implemented to deal with current and future Main Street needs rests with the Griswold Planning and Zoning Commission and planning staff. A thorough review and understanding of all of the land use controls that are available will have to be scrutinized and the best fit control methodology put into effect.

6.1 BACKGROUND

Central business districts, downtown areas and Main Streets historically lack strategically located parking areas and a sufficient number of parking spaces that are necessary to support the amount of floor space that is occupied by retail, restaurant, customer service and other typical down town land uses.

The lack of a sufficient number of parking spaces with reasonable proximity to the central business district often determines the economic success or the economic collapse of the downtown area.

6.2 PARKING FORMULAS

Two approaches have been considered for calculation of an appropriate parking ratio. The first compares existing building floor areas and building uses to standard parking requirements. This approach results in an unrealistically high number. The second approach applies the mixed use development or, "shopping center" formula, allocating one space per 350 sf of gross floor area.

6.2.1 EXISTING BUILDINGS FLOOR SPACE

A review of the Town of Griswold Assessor's records for the buildings located within the Jewett City "Main Street" study area reveals that there is approximately 128,000 sf of first floor building space, 55,000 sf of second floor building space and 15,000 sf of third floor building space. The total amount of existing building square footage in the Main Street study area is approximately 198,000 sf.

6.2.2 PARKING/FLOOR AREA FORMULA

In order to determine the number of parking spaces that theoretically should be required for

the above referenced first, second and third floor area totals based on their current uses (retail, restaurant, office, residence, customer service and assembly) the Griswold Assessor's cards for the buildings within the Main Street study area were reviewed and approximate square footages were assigned to the current building uses to ascertain the required number of parking spaces needed based on the current Borough of Jewett City Zoning Regulations.

As a footnote some assumptions had to be made as to the amount of floor space dedicated to specific uses. The Assessor's cards only reference gross square footage areas per floor and do not break down the floor square footage dedicated to each use where there are multiple occupancies per floor. As a result of the parking analysis exercise outlined above, the current total floor space within the Main Street study area would require a total of slightly more than 800 parking spaces.

6.2.3 EXISTING PARKING SPACES

A review of the existing number of parking spaces within the Jewett City Main Street study area shows that there are a total of 49 "public" parking spaces on Route 12 and 43 public parking spaces at the Griswold Town Hall site. These are the only public spaces that are available to the general public that desire to visit Main Street.

There are a total of 323 "private" parking spaces spread throughout the Main Street study area that are located either adjacent to the building that they serve (for example Jewett City Savings Bank) or are located behind the existing Main Street buildings (for example The Jewett City Pharmacy).

Although these spaces are dedicated spaces to the specific building located on the same lot that they serve, these spaces are often used by others for convenience purposes to visit other Main Street businesses because of the proximity of these spaces to their destination.

The "private" parking lots on Main Street are also used by residents during evening hours or on weekends when the primary business that owns the subject lots are closed. The fact that there are 9:00 A.M. to 5:00 P.M. businesses located on Main Street that have adjacent off street parking is a direct benefit to the Main Street businesses that have later hours like restaurants, some retail operations and offices.

As previously noted, the total number of available public and private parking spaces within the Main Street study area is approximately 415 spaces. When compared to the 800 spaces that are required based on the total square footage of first, second and third floor space, there is a deficit of approximately 400 spaces.

At a first glance 400 spaces seems like a significant deficit. The number of spaces can be increased by developing a shared parking program that either links adjoining parking areas located behind Main Street buildings where feasible or by reconfiguring adjacent parking areas to yield additional parking spaces.

Examples of this would be the existing spaces behind Arremony's Bakery, the Finn Block and the adjoining Rite Aid parking lot; and the undeveloped vacant land behind Anthony's Hardware, The Jewett City Post Office and the Jewett City Congregational Church respectively.

The linking of adjoining existing parking areas and the reconfiguration of the existing parking layout could result in a reasonably significant gain of additional spaces. The development of new off street parking spaces and linking these spaces with existing parking lots will further result additional public parking spaces.

Although it is physically possible to add an additional 150 plus parking spaces within the Main Street area, and connect these additional parking areas directly to Main Street by constructing well lighted and strategically placed pedestrian walkways, this can only be accomplished through the cooperative efforts of the private property owners, the Main Street business owners and the Borough of Jewett City government.

6.2.4 PARKING REQUIREMENTS vs. ACTUAL DEMAND

Parking requirements are customarily determined for a specific use based on historical data for similar uses. As a result there are varying requirements for retail, customer service operations, restaurants, places of assembly, etc. When parking requirements are calculated, the sum of the spaces required is usually much greater that the actual demand for the spaces for most the time during the year with possible the exception of a couple of major holidays.

6.2.5 ALTERNATIVE PARKING FORMULA

If you compare a central business district or a Main Street to a shopping center development, you will find that they are quite similar in that they both have a variety of mixed uses consisting of retail, customer service, restaurants, places of assembly and in some cases residential occupancy. When zoning regulations address parking requirements for shopping centers they are typically based on the total gross square footage of the shopping center as opposed to the sum of the individual land uses that are within

the center. A typical parking requirement for shopping centers is one space for each 350 square feet of gross floor area.

As previous referenced the Jewett City Main Street area has a combined total first, second and third floor area of approximately 198,000 sf. When the shopping center formula is applied to the existing Main Street area, the number of parking spaces that would be required drops significantly. The number of spaces required under this formula is 534 spaces or 66 percent less than 800 spaces that would be required when computing parking the conventional way which is the sum of the individual uses that make up the Main Street area.

The substitution of a shopping center parking formula and the resulting decrease in the number of parking spaces technically required is merely an exercise because the reduction of approximately 300 parking spaces on paper doesn't solve the current Main Street parking problem.

What this exercise does show is the total number of parking spaces needed is not the critical factor in solving the Main Street parking problem. The critical factor is the location of as much off street parking and the proximity of the off street parking areas to Main Street businesses. The location and ease of accessibility of parking spaces remains key to whether or not the subject spaces will be used by the general public and attract new customers to the Main Street businesses.

In order for a central business district or a Main Street to be economically sustainable, it must continually attract new and repeat customers. Customers will demand safe, convenient, well lighted and easily accessible parking spaces that are strategically located within reasonable walking distances to Main Street.

6.3 PARKING SOLUTIONS

Solutions to parking problems have plagued and continue to plague central business districts and Main Streets. There have been a myriad of parking solutions considered consisting of the following:

- 1. Private parking lot development where spaces are paid for by the hour with metered parking or attendant parking.
- 2. Public parking lot development where parking spaces are paid for by the hour with metered parking or attendant parking.
- 3. Shared parking of private parking lots without any fee structure.
- 4. Shared parking of public parking without any fee structure.
- 5. Payment of a fee in lieu of providing parking. This concept for the most part applies to a new development where the payment is used for future parking development via the acquisition of land and the eventual development of future public parking.
- 6. Section 8-2c of the Connecticut General statues actually provides a mechanism whereby a Planning or Zoning Commission, by regulation, can accept a payment of a fee in lieu of any requirement to provide parking spaces that are required for any use permitted by the zoning regulations

The solution to the parking needs of the Jewett City Main Street Business District will take time, funding and the formation of a public / private partnership to work as a unified body to find workable solutions to this problem and any other Main Street problems.

The Griswold Economic Development Commission and the Town of Griswold planning staff could serve as professional staff and the conduit for the procurement of federal, state and private endowment funding sources that are geared to Main Street development and improvements.

With sufficient Main Street support from financial institutions, property owners and business owners' consideration should also be given to the hiring of a Main Street Coordinator to oversee the day to day needs of the Main Street area, deal with business development, business retention and the procurement of funding sources to support Main Street infrastructure improvements.

7.1 BACKGROUND

As Main Streets and Central Business Districts developed over time, and with the advent of electric power, the need to power Main Street was inevitable. Overhead electrical lines became a necessary evil. As technology evolved, the number and types of overhead lines increased adding telephone lines, cable TV lines and fiber optic lines.

7.1.1 OVERHEAD UTILITIES ISSUES

Overhead utilities are not aesthetically pleasing. Utility poles placed within the sidewalk area are impediments to pedestrians using the sidewalk areas. As additional electrical and other lines were added to the existing overhead utilities, the streetscape became cluttered with these obtrusive and unsightly structures.

7.1.2 UNDERGROUND UTILITIES ISSUES

As an alternative to maintaining overhead utilities, some communities have opted to relocate overhead utilities to underground locations. The cost associated with relocating utilities underground is extremely expensive and often times too costly to justify given the other more pressing needs and problems that affect Main Street. While underground utilities are not susceptible to wind and debris blown damage, they can be susceptible to water intrusion and flood damage. Costs associated with the repair of underground utilities can be more costly simply due to their location. While conduit and cable can be placed underground, transformers and switch cabinets need to be accessible at ground level for routine maintenance, outages and repairs.

7.2 UNDERGROUND UTILITIES PLAN DESCRIPTION

As part of the Jewett City Main Street Master Plan the existing overhead utility lines were studied and an Underground Utility Routing Plan has been prepared showing the potential location of future underground utility services.

The logistics of converting an existing overhead electrical and utility system in an established Main Street environment can be considerably more expensive and disruptive to the adjoining properties. In addition, as utility companies typically share poles above ground, it is not just electrical service that needs to be considered for underground relocation. Telephone, cable TV and internet services must also be included in the underground design and relocation process. The individual needs of the various utilities can complicate their relocation to underground facilities due to their individual space needs and ground level cabinets that are needed.

The plan shows the relocation of the overhead utility line along Main Street from Slater Avenue to the intersection of Main and North Streets which is approximately 1,300 linear feet. The underground lines can be placed underneath the sidewalk along the east side of Main Street.

The subject plan also shows the relocation of the overhead utility lines from Substation #1 through the parking area along Fanning Court, across Main Street to Soule Street which is a distance of approximately 400 feet.

The formal preparation of design plans for the relocation of overhead utilities to a new underground location will require an extensive engineering study to determine the types and

sizes of conduits needed for the various utilities to be relocated.

7.2.1 CASE STUDIES

It is important to note that there are several Main Street Communities that have been successful with overhead utility poles in place. The visual impact of overhead utilities is minimized when a Main Street corridor is embellished with pedestrian scaled lighting fixtures, historically appealing building facades, planter boxes, street trees, benches, and a unified signage program.

Two communities that come to mind where overhead utilities are still in place are Kennebunkport, Maine and Darien, Connecticut. These downtown "Main Streets" are examples of how successful streetscape and building improvement programs can coexist with overhead utility systems.

Conversely, some communities have been successful at placing utilities underground and implementing Main Street plans. Willimantic and Mystic, CT are two examples. Interestingly, the Stonington/Mystic streetscape work on the east side of the Mystic River completed in 2010 left overhead lines in place. The Groton/Mystic streetscape on the west bank of the river has placed all utilities underground reflecting a different approach taken by the respective towns. Stonington chose to spread the funds farther east along Route One; while Groton implemented the full project in their more compact downtown district.



JEWETT CITY MAIN STREET CORRIDOR MASTER PLAN

8.1 INTRODUCTION

The success of a Main Street anywhere in the United States is dependent on the community's ability to raise funds to implement the goals and objectives of their formerly adopted Main Street Master Plan. Without a firm commitment on the part of the local government, the business community or a combination of both, the Master Plan will simply become one of the many studies and reports sitting on the proverbial shelf collecting dust.

Communities with vibrant and busy Main Streets have made commitments in terms of time and money and have done so through the establishment of private / public partnerships between local business owners and the local government.

Clearly neither the local business community or the local government can afford the costs associated the implementation of the adopted Main Street Plan which recommends historical façade improvements, streetscape improvements, acquisition of land for public parking lots and the myriad of other tasks that are needed to make the community's Main Street attractive and economically successful.

In addition to the formation of "Public / private" partnerships many of the noteworthy Main Streets have invested in hiring a Downtown Coordinator. The role of the Downtown Coordinator is to work with the local business owners to promote a multitude of Main Street activities throughout the year which are designed to encourage citizens from near and far to experience the uniqueness of Main Street, seek out state, federal and private endowment sources for grant programs geared

to Main Street improvements. The Downtown Coordinator's position is sometimes funded through grant sources or a combination of contributions from the local business owners the local government and grants.

The key to Main Street success unfortunately rests with the need to have a continued source of funding. Tax dollars alone will never be sufficient enough to complete the elements of the adopted Main Street Master Plan.

8.2 POTENTIAL FUNDING SOURCES

Between the state and federal governments there are a reasonable number of grant programs that are available to local communities for all kinds of projects and programs that are related to Main Street projects. There are also an equal number of grant programs that are targeted to "non" Main Street programs. It is important to note this because by applying for "non" Main Street grants for other municipal projects, it could possibly free up tax dollars to supplement ongoing or new Main Street projects.

The following list of State and Federal grant programs are currently available to both the Borough of Jewett City and the town of Griswold for all types of projects and programs. Historically speaking, grants are often written by the community's planning staff or by a grant writer either employed by the municipality or hired as a consultant by the municipality. Some of the programs listed are also available directly to the individual business owners.

8.3 GRANT PROGRAMS

8.3.1 CDBGSCP

The Connecticut Department of Economic and Community Development administers the

Community Development Block Grant Small Cities Program (CDBGSCP)

The CDBGSCP is a federally funded program is designed to provide funding and technical support specifically for projects that are designed to achieve community and economic development objectives. Although this particular program is designed to benefit low and moderate income persons some of the eligible projects that have been funded have included property acquisition, public facilities improvements, code enforcement, architectural barrier removal, economic development assistance to for-profit-businesses, public services and energy efficiency/conservation.

In fiscal year 2011 there was a total of \$12,342,000.00 available state wide for eligible Connecticut communities. Both the Borough of Jewett City and the Town of Griswold are eligible communities. The maximum dollar amount that can be applied for was \$300,000.00 for housing rehab, \$700,000.00 for elderly rehab and \$750,000.00 for community facilities such as senior centers and ADA improvements to town halls or other public buildings.

www.ct.gov/ecd/site/default.asp

8.3.2 Office of Small Business Affairs

The Office of Small Business Affairs is also administered by The Connecticut Department of Economic and Community Development. The goals and objectives of this program are to provide financing through all state small business revolving loan funds, training and technical assistance to local business owners whose growth and success could benefit from assistance from this program.

www.ct.gov/ecd/site/default.asp

8.3.3 Small Town Economic Assistance Program (STEAP)

The current Jewett City Main Street Master Plan Project is being funded through a STEAP grant that was successfully written by the Griswold town planner.

The Small Town Economic Assistance Program is designed to fund economic development, community conservation and quality of life projects for communities that are not eligible to receive Urban Action bonds. STEAP grants can only be used for capital projects. Fundable projects that are eligible as follows: economic development projects such as rehabilitating commercial or mixed use structures, road repair, reconstruction, historic preservation and redevelopment projects that leverage private funds and other kinds of development projects that involve economic and community development, transportation, environmental protection and public safety.

Eligible Connecticut communities can receive up to \$500,000.00 per year. Projects that were funded under this program during fiscal year 2011 all relate to "Main Street" projects and consisted of the following project types: installation of decorative lighting and handicap accessible sidewalks, construction of a municipal parking lot, streetscape improvements, signage, sidewalk replacement and installation of decorative brick pavers, façade improvement program, traffic calming improvements, tourism signs, riverfront park development, planning, farmers market parking improvements, drainage installation, purchase and installation of directional and location signs, purchase and installation of a veterans monument and landscaping, property acquisition, design and construction of a town center parking lot.

The STEAP program appears to be the "best fit" for Main Street projects based on the 2011 projects that were approved for funding. The STEAP Grant does not require any matching funds or in-kind service matches.

http://www.ct.gov/opm/

8.3.4 Historic Restoration Funds Grants

Historic Preservation Fund grants are designed to provide assistance for the rehabilitation, restoration or stabilization of historic buildings and structures and are available on an annual basis. Grant awards range from \$5,000 - \$200,000. Awards are required to be matched on a one-to-one basis with cash. In-kind services cannot be used in place of the cash requirement. Any matching funds cannot be Connecticut funds. Federal funds can be used as matching funds. Any project undertaken by this program is mandated to be consistent with the Secretary of the Interior's Standards for Rehabilitation.

Although the Historic Restoration Fund does not pay for professional consultants to design plans and specifications, the Connecticut Trust for Historic Preservation provides historic Preservation Technical Assistance Grants for this activity.

Laura.mancuso@ct.gov

8.3.5 National Trust for Historic Preservation

The National Trust for Historic Preservation provides Main Street revitalization consulting services. Their goal is to provide communities with the tools and information for successful, sustainable revitalization.

National Trust Preservation funds provide for two types of assistance to non-profit organizations and public agencies. The first type of assistance is matching grants from \$500 to \$5,000 for preservation planning and educational efforts and the second type of assistance is for intervention funds for preservation emergencies. There are additional National Trust funds available that contribute to the preservation or the recapture of an authentic sense of place.

The National Trust Preservation Fund offers a myriad of financial assistance packages to non-profit organizations, public agencies, for profit companies, and individuals involved in preservation related projects.

http://www.preservationnation.org/resources/tec

8.3.6 Connecticut Main Street Center

Connecticut Main Street Center helps communities analyze core issues and set attainable objectives. They provide education and training, resources and tools, and advocacy. Their organized yet flexible approach allows communities to identify and develop their unique assets in an integrated and comprehensive way.

CT Main Street Center's Founding Partners are The Connecticut Light and Power Company and the State of Connecticut Department of Economic & Community Development. Growth Partners are The United Illuminating Company and The Connecticut Commission on Culture and Tourism.

http://www.ctmainstreet.org/

8.3.7 General Services Administration

In addition to the above referenced grant sources the Federal Government publishes its Catalog of Federal Domestic Assistance. This a data base of all federally funded programs that are currently available to state and local governments, public, quasi-public, private and non-profit organizations and institutions, specialized groups and individuals.

http://www.ctmainstreet.org/

8.3.8 USDA

The United States Department of Agriculture (USDA) has a host of grant programs for business development, community facilities and utility services.

1. Business Development

USDA provides technical assistance to businesses and cooperatives located in rural communities, and establishes strategic alliances and partnerships that leverage public, private, and cooperative resources to create jobs and stimulate rural economic activity by promoting business development.

2. Community Facilities

The USDA Community Programs provide loans, grants and loan guarantees for projects to develop essential community facilities for public use in rural areas. This may include public safety, libraries, schools as well as many other community based initiatives. The USDA also works to develop the capacity and ability of private, nonprofit community based housing and community development organizations and low income rural communities to improve housing, community facilities, community and economic development projects in rural areas.

3. Utility Services

The USDA supports deployment of reliable and affordable water, waste treatment, electric power and telecommunication services, including broadband to help rural areas expand economic opportunities and improve quality of life for rural residents. Rural Development provides funding opportunities in the form of payments, grants, loans, and loan guarantees, for the development of commercialization of vital utility services. These programs revitalize rural communities with a variety of improvements, and create sustainable opportunities for wealth, new jobs, and increased economic activity in rural America.

http://www.usda.gov/wps/portal/usda/usdahome

8.3.9 Connecticut Transportation Enhancement Program

Transportation Enhancements (TE) activities are federally funded community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. TE projects must be one of 12 eligible activities and must relate to surface transportation. The 12 eligible activities are as follows:

- 1. Pedestrian and bicycle facilities
- 2. Pedestrian and bicycle safety and educational activities
- 3. Acquisition of scenic or historic easements and sites
- 4. Scenic or historic highway programs including tourist and welcome centers
- 5. Landscaping and scenic beautification
- 6. Historic preservation
- 7. Rehabilitation and operation of historic transportation buildings, structures or facilities,
- 8. Conversion of abandoned railway corridors to trails
- 9. Inventory, control, and removal of outdoor advertising

- 10. Archaeological planning & research
- 11. Environmental mitigation of runoff pollution and provision of wildlife connectivity
- 12. Establishment of transportation museums

Projects can include creation of bicycle and pedestrian facilities, streetscape improvements, refurbishment of historic transportation facilities, and other investments that enhance communities and access. The federal government provides funding for TE projects through our nation's surface transportation legislation.

To be eligible for TE funds, a project must be one of the 12 TE activities and relate to surface transportation. Each of the 12 activities are described below; descriptions are illustrative and not meant to serve as guidance for project eligibility.

8.3.10 Transportation Enhancement program structure

The program is administered through a statelevel TE Office. The TE program ensures that all geographic areas in the state are given the opportunity to utilize TE funds. The State uses a mix of competitive and non-competitive selection processes. Beginning in 2010, the TE Office reserved 50 percent of the State's TE Program funds for bicycle and pedestrian projects to be administered by the State. The remaining 50 percent, referred to as the Regional Planning Organization (RPO) Allocation, will be made available for local and regional projects. Projects for consideration of RPO Allocation funds will be prioritized through a solicitation process coordinated by the RPOs with assistance from the TE Office

8.3.11 Application Requirements

Project narrative, budget, letter of support from state or local agency, and environmental statement. Specifically, the application asks for: project contact, title, location and sponsor, relationship to Intermodal Transportation System, commitment of a minimum 20% of project costs, commitment to maintain the facility, detail of right-of-way involvement, public support, phase cost estimates, and the regional planning organization's priority ranking for the project. A pre-application process, having more limited information requirements, may be followed for purposes of the initial prioritization by the RPO and review by the TE Office.

- 1. Project award minimum: \$300,000
- Project award maximum: Equal to the amount of the regional share of the RPO Allocation.
- 3. Typical local match: 20%
- 4. Matching policies: The state does not accept in-kind match.

8.3.12 SUMMARY

In order ascertain if any particular grant program is currently available and meets the community's current needs, it is imperative to contact the grant source to speak with a grant representative and explain the project that is seeking the specialized funding. Please note that the web site addresses and/or contact information hat has been provided is subject to change especially at the state level as several state agencies are in the process of being reorganized.

PHASE ONE ELEMENTS

The 2010 STEAP Grant provided for implementation of specific above ground streetscape elements along Main Street. The following list was developed as a menu of choices the Town could choose from for installation. The Griswold Board of Selectmen approved for procurement the indicated items at their August 9, 2011 meeting.

The following pages include images of the Phase One elements.

PHASE ONE BUDGET

	AMENITY	QUANTITY	UNIT COST	TOTAL COST	SELECTED 8/9/11
1.0	BENCH	6	1,050	\$6,300	\$6,300
2.0	PLANTER	24	400	\$9,600	\$9,600
3.0	LITTER RECEPTACLE	8	1050	\$8,400	\$8,400
4.0	NEWS RACK	2	1000	\$2,000	
5.0	BIKE RACK	9	300	\$2,700	
6.0	FLAG	21	25	\$525	\$525
7.0	BANNER	16	400	\$6,400	
	FREIGHT (ESTIMATE)			\$3,000	\$3,000
			SUB TOTAL	\$38,925	\$27,825
_					
8.0	INFO KIOSK	1	TBD	TBD	

August 9, 2011

PHASE ONE STREETSCAPE FURNISHINGS

1.0 BENCHES



Approximate Cost: \$1000

2.0 PLANTERS



Teak

Approximate Cost: \$400

3.0 LITTER RECEPTACLES



Approximate Cost: \$1000



August 9, 2011

4.0 MULTI-UNIT NEWSRACK



Metal

Approximate Cost: \$1000

5.0 BIKE RACKS



Inverted "U" Metal

Approximate Cost: \$300

6.0 AMERICAN FLAGS



Color Fast Nylon

Approximate Cost: \$25 (3'x5')



August 9, 2011

7.0 DETACHED BANNERS





Approximate Cost: \$400

8.0 INFORMATION KIOSK









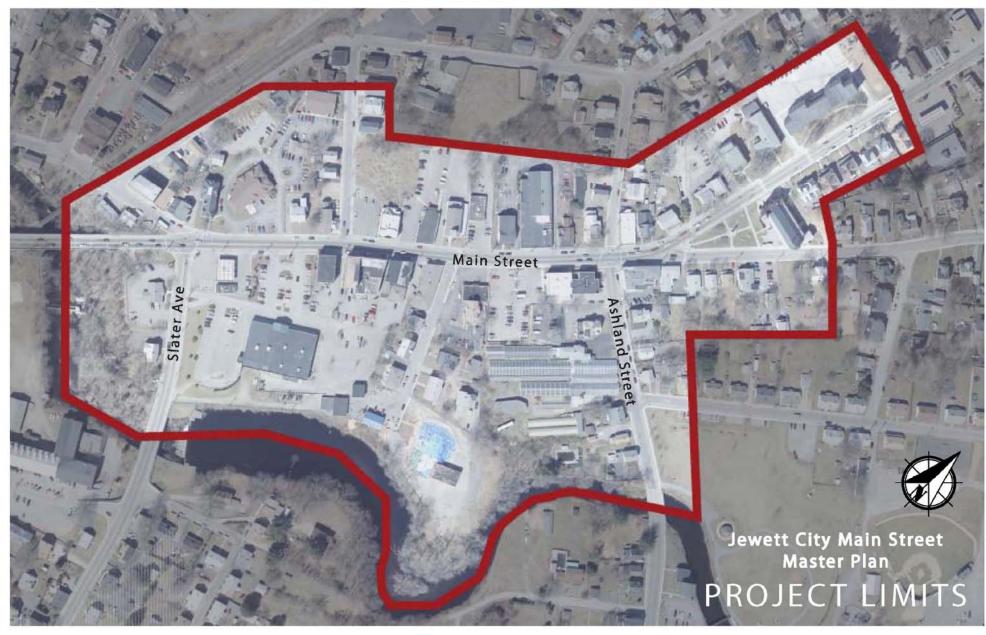
Approximate Cost: \$4000 – 20,000

APPENDIX 9.2

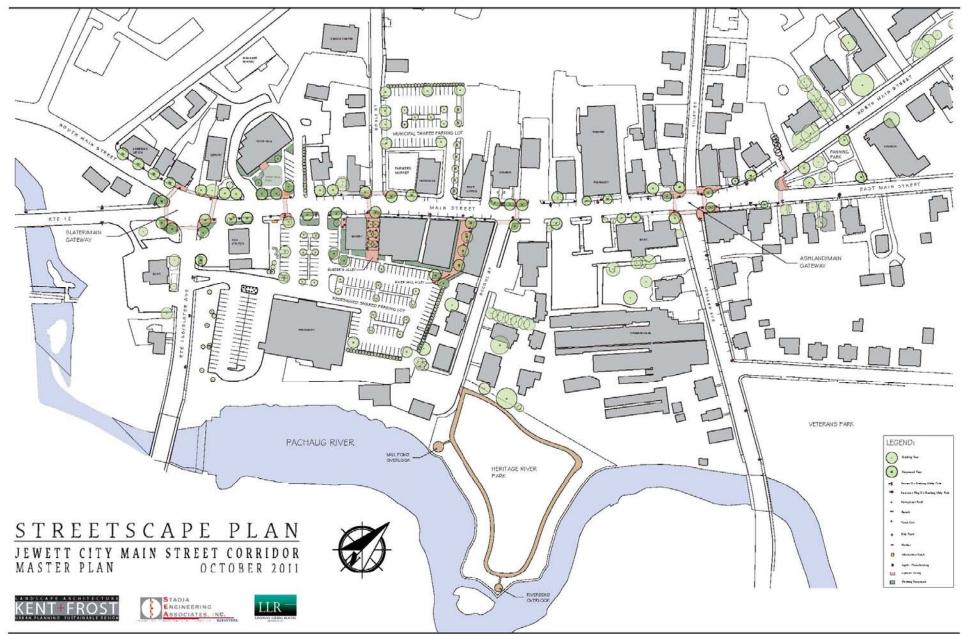
PROJECT MAPS

This section includes the project maps reproduced at various scales fitting 11 x 17 inch sheets. The full size maps are filed at Griswold Town Hall.

- Map 1 Project Area
- Map 2 Overall Streetscape Plan
- Map 3 Close-up Streetscape South Section
- Map 4 Close-up Streetscape Center Section
- Map 5 Close-up Streetscape North Section
- Map 6 Wayfinding Signage Plan
- Map 7 Site Sections
- Map 8 Underground Utilities Plan
- Map 9 Vision Plan



MAP 1: Project Limits



MAP 2: Overall Streetscape Plan



STREETSCAPE PLAN

JEWETT CITY MAIN STREET CORRIDOR
MASTER PLAN OCTOBER 2011









MAP 3: South Section



STREETSCAPE PLAN

JEWETT CITY MAIN STREET CORRIDOR
MASTER PLAN OCTOBER 2011

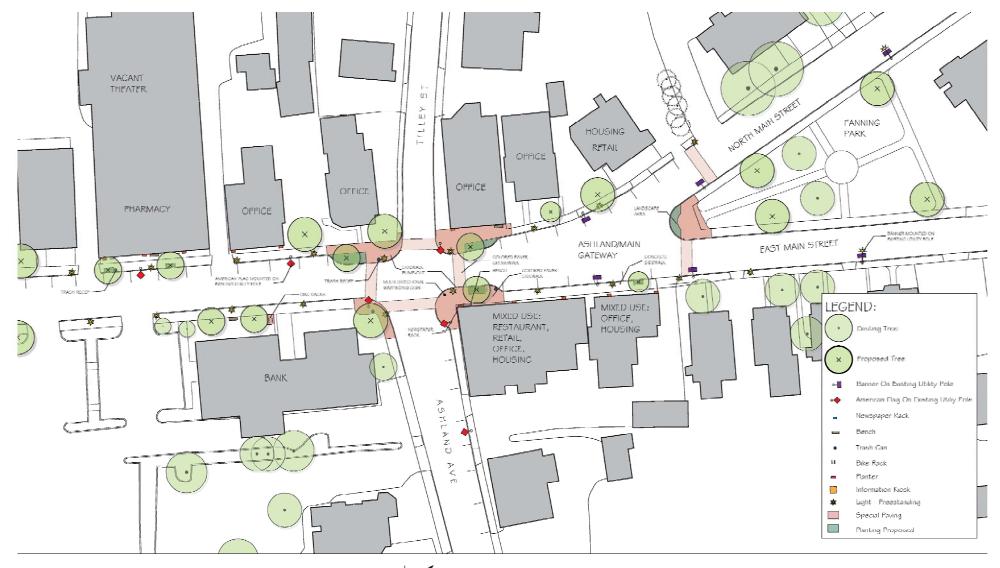








MAP 4: Center Section



STREETSCAPE PLAN

JEWETT CITY MAIN STREET CORRIDOR
MASTER PLAN OCTOBER 2011

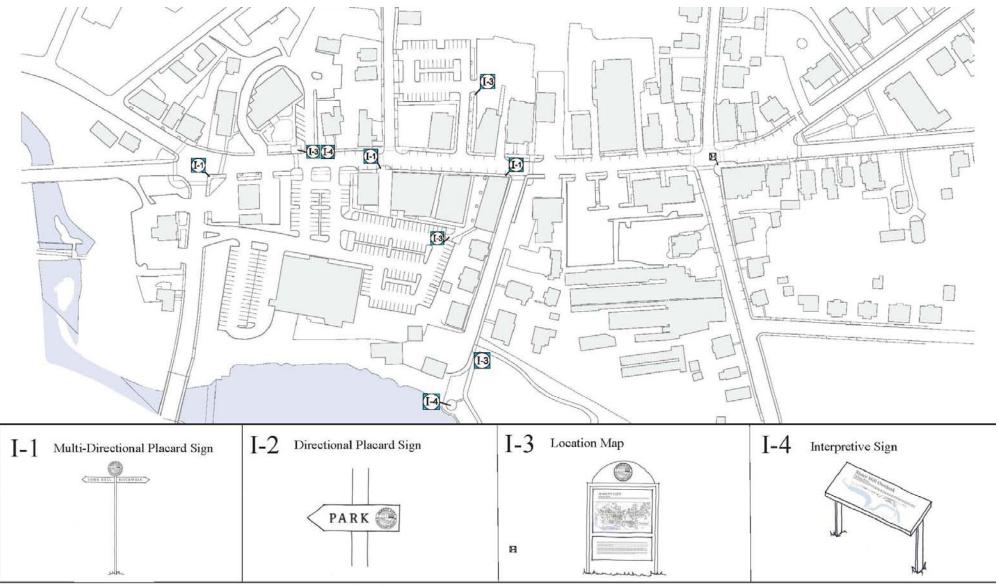








MAP 5: North Section



WAYFINDING PLAN

JEWETT CITY MAIN STREET CORRIDOR

MASTER PLAN

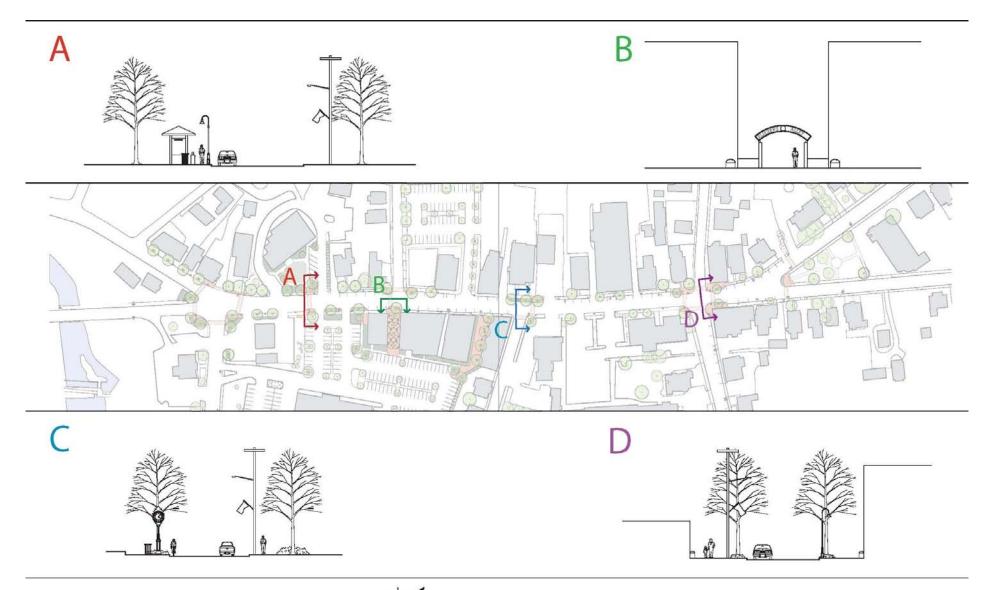
OCTOBER 2011











MAIN STREET SECTIONS

JEWETT CITY MAIN STREET CORRIDOR MASTER PLAN OCTOBER 2011





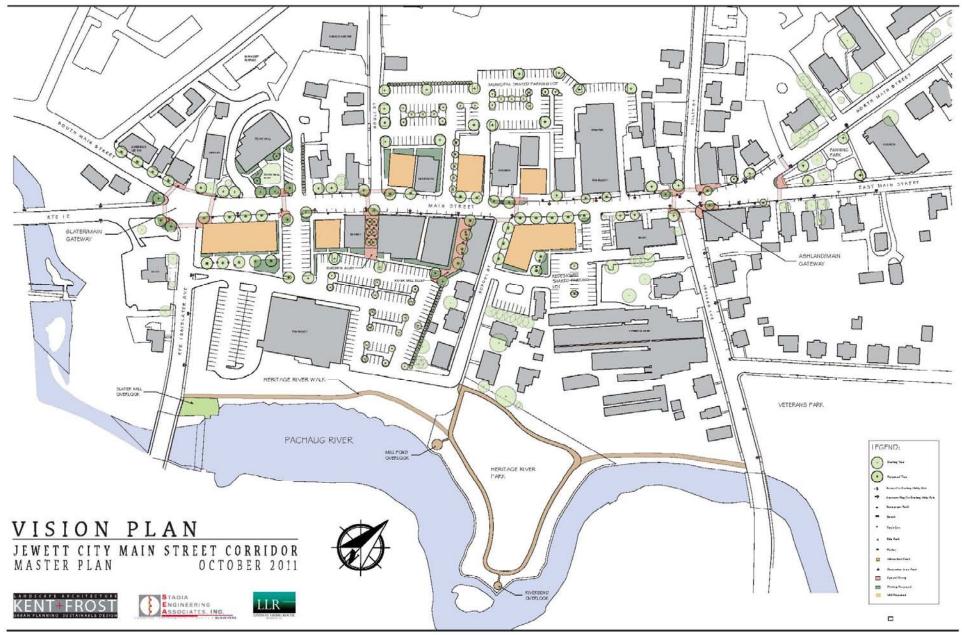




BACK TO DOCUMENT



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MAP 9: Vision Plan

APPENDIX 9.3

CONCEPTUAL PROJECT BUDGET

This section includes a conceptual budget for the Streetscape, River Walk and related improvements. The material quantities (areas of paving, etc) are based on the conceptual site plans completed for this study. The dollar amounts are therefore approximate and should be considered only as a guide for future funding and phasing strategies. As more detailed designs are prepared, the level of accuracy will increase for budget estimation.

Main Street Corridor & Streetscape Improvement Master Plan

Conceptual Budget Estimate 11/29/11

Most improvements occur on Public Property (Town & State). Some recommended improvements occur on adjacent private property (indicated with *).



ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Streetscape Implementation				
Detailed Design - Engineering Fees		13%	,	\$156,000
			Sub Total	\$156,000
Miscelaneous Project Requirements General Conditions for Site Construction		20%	,	\$220,000
Construction Phase Services		13%		\$156,000
Constituction Phase Services		Sub Total		\$376,000
				φονο,σοσ
Site Preparation/Demo				
Remove existing sidewalk section	s S	SF 17,500) 2	35000
Relocation of street sign	S	-	L 5000	5000
Sediment control measure	s	-	10000	10000
Unsuitable material remova		-	I 30000	
Utilities modification	S	-	150000	
			Sub Total	\$230,000
New Hardscapes				
Sidewalk - concrete	c	SF 13608	3 6	81648
Curbing - granite		F 1300		
Sidewalk - pavers		.r 340) 2.	23030
Gateway-Slater/Mai	n G	SF 1304	1 16	20864
Gateway-Ashland/Mai		F 2427		
Bumpouts-othe		SF 2643		
Crosswalk		SF 3745		
Trees				
small-private property	* E	Α 3	3 800	2400
small- publi		A 6	5 1500	9000
large-private	* E	A 13	3 1200	15600
large-publi	c E	A 28	3 2500	70000
Planting bed				
along stree	et S	SF 4927	7 20	98540
tree wel	s S	SF 255	5 20	5100
Streetlights-freestanding		A 51		
Benches		A 13		
Trash receptacles		A 12		
Clock			15000	
Bike racks			300	
Planters		A 26		
American flags	E	A 21	L 80	1680

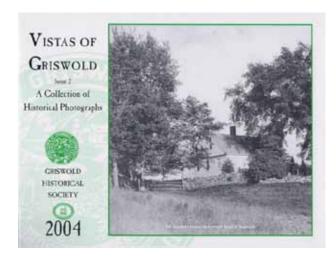
Pannara	EA	10	400	4000
Banners				
Newspaper racks	EA	3	1200	3600
Wayfinding signs	5 A	0	2000	0
location map	EA	0	3000	0
directional placard	EA	12	200	2400
multi-directional	EA	4	2000	8000
interpretive	EA	3	3000_	9000
		3	Sub Total	\$870,902
Photo Malle				
River Walk		1200	150	404700
Phase One	LF	1298	150	194700
Phase Two	LF	973	350_	340550
		Sub Total		\$535,250
Main Ct Fast Lat (00 an anal)*				
Main St East Lot (98 spaces)*	65	22676	_	462200
paving - permeable bituminous	SF	32676	5	163380
sidewalk - concrete	SF 	2884	5	14420
curbing - granite	LF	2648	25	66200
location map	EA	1	3000	3000
planting island/beds	SF	8092	6	48552
deciduous trees	EA	26	1000	26000
evergreen screen trees	EA	41	1000	41000
		S	Sub Total	\$362,552
Eliezer's Alley*				
trees	EA	6	2000	12000
tree wells	SF	150	20	3000
pavers	SF	2899	16	46384
lighting	LS	1	10000	10000
gateway	EA	2	10000	20000
		Sub Total		\$91,384
River Mill Alley*				
pavers	SF	3391	16	54256
trees	EA	4	2000	8000
tree wells	SF	100	20	2000
planting bed	SF	636	20	12720
lighting	LS	1	10000	10000
		S	Sub Total	\$86,976
Soulle St Lot (41 spaces)*				
paving - permeable bituminous	SF	19883	6	119298
concrete sidewalk	SF	3167	5	15835
curbing - granite	LF	1380	25	34500
planting island/beds	SF	4537	5	22685
deciduous trees	EA	20	1500	30000
evergreen screen trees	EA	25	1500	37500
location map	EA	1	3000	3000
		9	Sub Total	\$262,818

Town Hall Park				
Demolition	LS	1	20000	20000
Hardscapes				
sidewalk - concrete	SF	1944	5	9720
sidewalk - paver	SF	300	16	4800
curbing - granite	LF	220	25	5500
paving - permeable bituminous	SF	5000	6	30000
lighting	LS	1	18000	18000
Info kiosk (w/ location map)	EA	1	20000	20000
Landscaping				
trees	EA	3	2500	7500
lawn	SF	1840	2	3680
planting bed	SF	2930	6_	17580
		:	Sub Total	

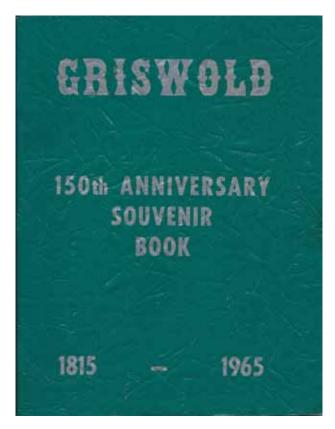
^{*}Improvements on private property

HISTORIC RESEARCH

The project was enhanced be initial research into Jewett City history. A variety of sources was explored for insight. These included internet, Slater Library/Griswold Historic Society archives and an interview with Town Historian, Mary Deveau. The following map indicates the location of historic photographs taken along Main Street. The digital version of this report is formatted with hyperlinks from each map/photo number to the photograph.





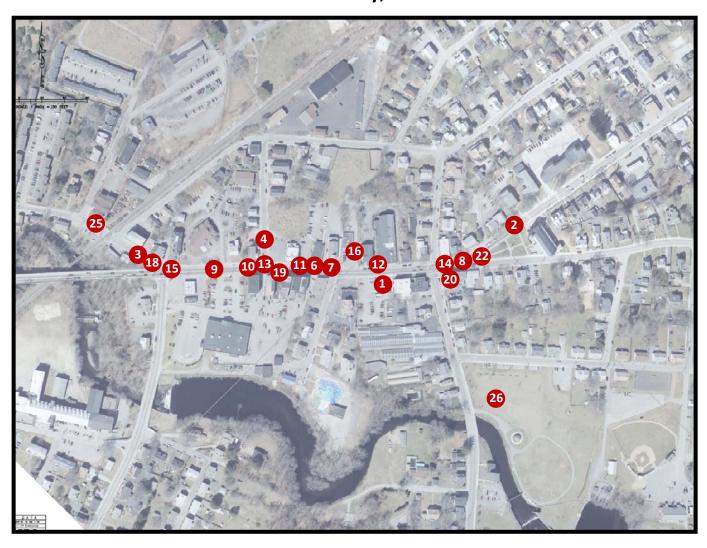




Main Street looking north showing Slater Co. superintendent's house - extreme right and home of Rev. J. W. Tuck, later owned by Stephen Tiffany. Both houses were later moved (1921), Tiffany to School Street and the superintendent's house was turned { turn and moved back to allow the moving of the Dearnley and Clarke store up one lot when the gas station was built on the corner of Main and Slater.

HISTORIC PHOTO INDEX:

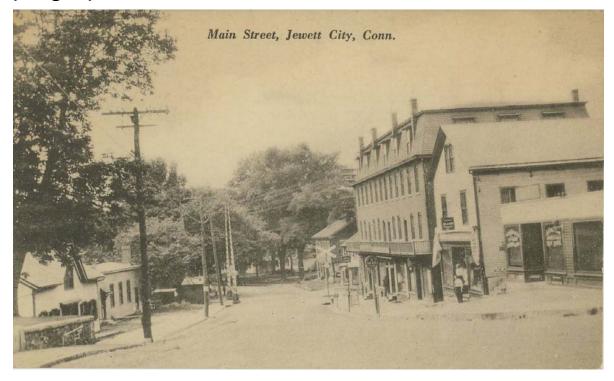
Jewett City, CT





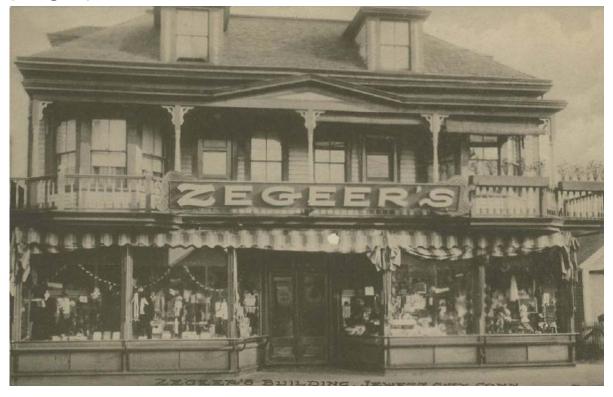
(Image 2) Return to Map





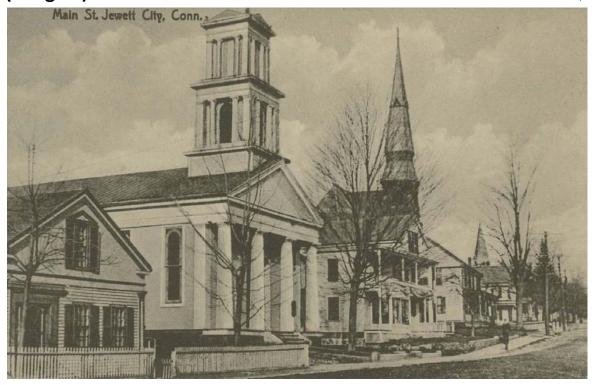
(Image 4) Zegeer's Building

Return to Map



(Image 6) Main Street

Return to Map



(Image 7) Main Street Looking South

Return to Map



(Image 8) Main Street Looking South

Return to Map



(Image 9) Main Street Looking East

Return to Map



(Image 10) Main Street

Return to Map



(Image 11) Main Street

Return to Map



(Image 12) Main Street

Return to Map



(Image 13) Main Street

Return to Map





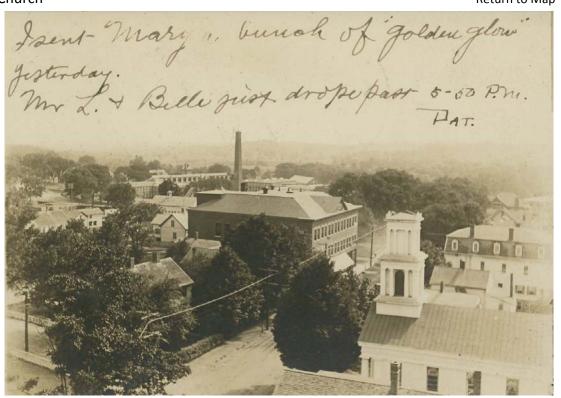
(Image 15) Main Street Looking North

Return to Map

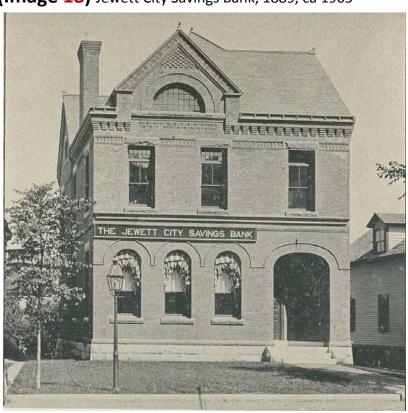


(Image 16) Taken from steeplethe of the Congregational Church overlooking the Baptist Church

Return to Map



(Image 18) Jewett City Savings Bank, 1889, ca 1905



Return to Map

(Image 19) Finn Block

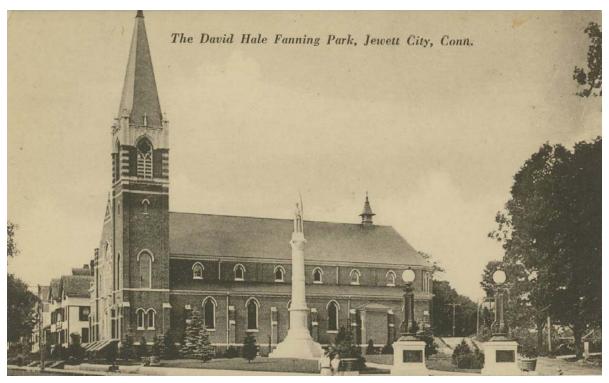
Return to Map



(Image 20) Samuel Button's Tavern, ca 1830 (Blanchard block)

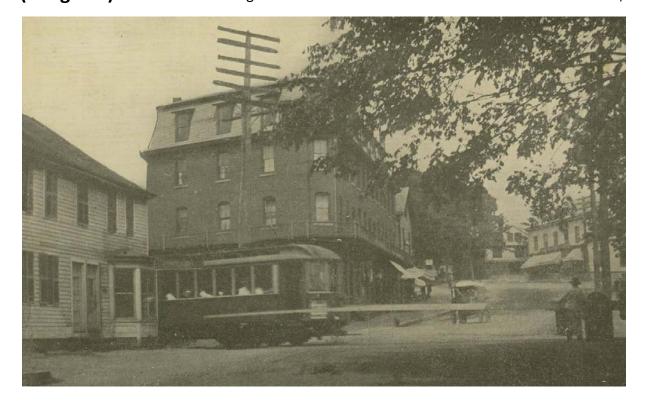
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(Image 25) Main Street Crossing

Return to Map



(Image 26) Ashland Cotton Company

Return to Map



1

PUBLIC PARTICIPATION PROCESS

An important first step in the planning process was to meet with members of the public and project stakeholders. K+F held input sessions with the EDC, Board of Selectmen, the Business Stakeholders Group, interested citizens, and circulated a questionnaire. Additionally, K+F met with business and building owners along Main Street and with the Griswold Now Business Group. The Draft Master Plan was presented to members of the Business Stakeholders Group, Town staff, and the general public on October 27, 2011.

The following pages document this process with copies of the initial stakeholder questionnaire, meeting minutes and photographs.



Project Kick-Off meeting May 18, 2011



Economic Development Commission meeting June 15, 2011



Meeting with Griswold Historian, Mary Deveau May 10, 2011



Streetscape Plans on display at Stakeholders Presentation October 27, 2011



JEWETT CITY MAIN STREET CORRIDOR MASTER PLAN

Stakeholder Questionnaire

1. What do you see as problems or deficiencies in the downtown - and specifically along Main Street?
2. What are you proud of, or regard as assets to be preserved/enhanced?
3. What sorts of improvements to the public realm (streets, sidewalks, Town property) do you think are necessary or desirable?
4. What sorts of improvements to the private realm (buildings, yards, parking areas, signs) do you think are necessary or desirable?
5. Do you know other business or property owners and would you help us make contact with these individuals? Besides property and business owners, who are other stakeholders we should be talking to?
6. Are there other communities or specific places/features you think Jewett City could/should emulate?
7. Do you have any suggestions for a Main Street theme? For example, a motto, mascot (e.g. Willimantic frogs), idea or graphic logo that evokes a special characteristic of Jewett City past or present.
8. Other issues or suggestions?

MEETING MINUTES

KICK-OFF MEETING for the GRISWOLD/JEWETT CITY MAIN STREET PROJECT

GRISWOLD ECONOMIC DEVELOPMENT COMMISSION

Wednesday May 18, 2011





Brian Kent, RLA Chad Frost, RLA

Landscape Architecture
Urban Planning
Sustainable Design
Project Management

PRESENT: Thomas Giard, Chm., Phil Anthony, First Selectman, Lou Demicco, Dean Rubino, John Connelly, Robert Miller, Paul Lach, Carl F, Town Fontneau, Town Planner

Note: A copy of the participant sign-in sheet is attached.

DESIGN TEAM: Brian Kent, Chad Frost, Mario Tristany, Gary Giroux, Rick Gipstein.

1.0 TEAM PRESENTATION:

- 1.1 The kickoff meeting of the Griswold/Jewett City Main Street Project was called to order at 3:30 P.M. Brian Kent, Design Team lead from Kent+Frost Landscape Architects introduced the design team members to the committee.
- 1.2 Brian Kent presented the Main Street slide presentation that depicted the existing Main Street conditions and also presented several examples of the positive attributes that are currently located along Main Street.
- 1.3 Brian Kent noted that the design team needs to understand the "context" of the project area and referenced a meeting that was held with the Griswold Historian, Mary Deveau.
- 1.4 Brian Kent stated that the design team understands some of the

project "challenges," namely the visual clutter, no defined "theme," and haphazard conditions that exist through out the Main Street area. Brian noted that some of the problems are curable.

- 1.5 Brian Kent noted that Route 12 and Route 201 are State highways and any potential changes impacting these roads could be problematic with the State Highway Dept.
- 1.6 It was further noted that with the right environment, the Jewett City Main Street could be attractive. A slide was presented that showed "key" Main Street anchors namely the Slater Library, the Griswold town Hall, the Jewett City Savings Bank and the Jewett City Post Office.
- 1.7 Additional slides were presented that showed Fanning Park, Veterans Memorial Park, and buildings with historic architecture.
- 1.8 Other "historic" slides from the Town Historian's files showing the large elm trees (equally spaced) that once graced the downtown area, significant stone walls, decorative fencing and unique period lighting fixtures that were very prominent throughout the Main Street area.
- 1.9 Brian Kent stated that the project goal was to re-establish the "historic character" of Main Street.
- 1.10 Brian Kent stated that the Design Team's approach is to "learn" about the project area from the following sources:
 - Involving local stakeholders (property owners and business owners).
 - Prepare compelling project alternatives
 - Collect all relevant information
 - Make it meaningful

2.0 COMMITTEE DISCUSSION:

- 2.1 John Connelly noted that the lack of parking in the downtown is a significant problem. Dean Rubino stated that the lack of parking is the single biggest complaint that he hears as a local property and business owner.
- 2.2 Lou Demicco, local property owner and business owner noted that there is still a loitering problem in the downtown area. People just "hang out" and if street benches were added it would make this problem worse. Lou Demicco further added that there are sections where he would not walk in the evening with his wife.
- 2.3 Lou Demicco further noted that he didn't feel that re-introducing street trees was practical due to the lack of planting space and narrow sidewalks throughout the downtown area. Lastly, Lou stated that the placing of the overhead utility lines will never happen because of the expense involved.

- 2.4 Chad Frost, principal with Kent+Frost agreed that "street furniture" is not all that is needed to make the downtown area a successful and vibrant area.
- 2.5 Chad Frost asked the committee members what they thought was needed to make the main street attractive and an interesting place to visit.
- 2.6 Lou Demicco responded by saying that business and property owners need to get involved "financially." We as a committee cannot mandate that these owners spend money say \$20,000.00 on building repairs, etc.
- 2.7 Chad Frost agreed that we cannot "mandate" but we can "encourage" that they participate in the project.
- 2.8 Rich Gipstein, Team Architect noted that New London had prepared a similar façade program. The project architect prepared building drawings of what the buildings could look like and this approach allowed the building owners to see what their individual building could look like.
- 2.9 Lou Demicco referenced the work currently being done on the American Legion building on lower Main Stand noted that as you travel up Main Street you have t he historic Slater Library and the Town Hall and from this point north it goes down hill.
- 2.10 Lou Demicco noted that in years past business owners lived in their buildings and worked out of their buildings and took pride in their buildings. Now you have absentee landlords.
- 2.11 Chad Frost asked if anyone knew how many "local" owners there were in the downtown area.
- 2.12 Dean Rubino stated that there are about 6 or 8 "local" owners.
- 2.13 Rick Gipstein, Project Architect stated that in New London the first floor areas were set aside for retail use and upper floors either remained vacant or were used for storage as a result of building code violations.
- 2.14 Phil Anthony, First Selectman asked if any part of the Main Street Project will involve any code review of the various buildings.
- 2.15 Brian Kent stated that the project would not get into code review.
- 2.16 Mario Tristany, Project Team Member noted that are current building department and fire marshal files and records that should be up to date on all of the commercial buildings within the downtown area. Mario Tristany further noted that by Statute the fire marshal is required to inspect all commercial and multifamily buildings at least once a year.
- 2.17 Phil Anthony stated that there are very successful downtowns that encourage "mixed use' development.

- 2.18 Rick Gipstein noted that Phil Anthony was correct. Rick further noted that the American Legion rehab was reverting back to a "mixed use" project as it once was due to the current economy.
- 2.19 Rick Gipstein further noted that the façade programs have to start with the "building owners" being able to "see" what their investment would look like.
- 2.20 Phil Anthony stated that the majority of the downtown buildings are the sidewalk and this is an "inherent" issue.
- 2.21 Phil Anthony noted that in the 1990's there was a rental rehab program in the Borough and 6 or so buildings were approved. The Anthony Hardware building for some reason was not included until he "made noise" about the oversight and t he building was added.
 Once the Hardware Building was added, all the others dropped out of the program.
- 2.22 Phil said that the program required that the property owners had to put their own money into the program.
- 2.23 Reference was made to several of the "historic" slides that showed awnings affixed to a significant number of the buildings in the downtown area.
- 2.24 Dean Rubino stated that he liked the awnings. With a little paint it would be a "start" to turning the downtown around.
- 2.25 Bob Miller referenced the American Legion building and noted that it was visible from the bridge on Route 12 as you enter the Main Street area.
- 2.26 Bob Miller further noted that there has to be a way to "identify" the Jewett City area as one enters the area.
- 2.27 Bob Miller suggested a "Memorial Walkway" from the American Legion facility to say Fanning Park and the Veterans Memorial Park.
- 2.28 The Design Team members and the Griswold Economic Development Committee reviewed the large map of the Jewett City Main Street. Following a discussion, the group set the "official" parameters of the Jewett City Main Street Study Area.
- 2.29 It was duly noted that if future funds should become available, the extent of the study area could be expanded.
- 2.30 Brian Kent pointed out the Rite Aid property on the Downtown area map and noted that there are 180 plus parking spaces within their property limits. A discussion ensued regarding the potential to have some of this parking area available for "main Street."
- 2.31 Chad Frost asked if the committee felt that the old town hall property was more valuable as "open space" or as "taxable space."

- 2.32 Carl Fontneau, Town Planner noted that the former town hall site has been cleaned from all of the hazardous materials resulting from the fire.
- 2.33 Brian Kent asked the participants for additional input as to who the design team should be talking to regarding the Main Street project.
- 2.34 Dean Rubino suggested the eye doctor, the insurance company and Bob Lamonte, who owns several downtown properties.
- 2.35 Phil Anthony, First Selectman suggested that all business owners should be contacted.
- 2.36 Brian Kent noted that other similar projects that he has been involved with considered high school students as stakeholders because they represent a different component of the population.
- 2.37 Phil Anthony, First Selectman stated that he did not think that a lot of time should be spent on this aspect of the project right now
- 2.38 Chad Frost noted that in order for the Main Street businesses to succeed they need to have bodies visit the area. There has to be a "reason" to "come downtown." Chad asked if we should poll the community.
- 2.39 Mario Tristany noted that when the Route 164 Corridor Study was performed t here was a small Borough component and the consultant prepared a questionnaire that was mailed community wide. Mario Tristany further noted that the questions and results were published as part of the final Route 164 Corridor Study. Mario Tristany suggested that everyone should review the results as the data is still relevant.
- 2.40 Chad Frost asked the committee for a list of businesses that they felt were missing in Jewett City.
- 2.41 Phil Anthony, First Selectmen mentioned a grocery store.
- 2.42 Lou Demicco, Business Owner stated that the stores have to be "specialty stores" otherwise they cannot compete with the mall type stores that are currently in Lisbon.
- 2.43 Other businesses that the committee felt were lacking are a farmers market, theater, live theater, fish market and a meat market.
- 2.44 Rick Gipstein, Project Architect noted that a "niche" theater vs. a 12 screen cinema could work.
- 2.45 Chad Frost asked if the Griswold Economic Development Commission would consider creating a "District" with a rotating banner program.
- 2.46 Both Phil Anthony and Dean Rubino liked this concept.

- 2.47 Brian Kent noted that there was a map of the Borough area on the table and asked the committee to establish the "limits" of the study area.
- 2.48 Following a discussion on the project limits, the committee agreed that the project should start at the Jewett City side of the Route 12 highway bridge and continue northerly past the former Sacred Heart school building as this property is slated to be converted to an elderly housing complex. The easterly limit was defined as the Pachaug River and the westerly limit was defined as the rear property lines of the properties that "front" on Main Street.
- 2.49 Brian Kent asked the committee if there were any parts of the UCONN Main Street Study that the committee liked.
- 2.50 Lou Demicco, Business Owner commented that the study was a "pipe dream" that could never be accomplished.
- 2.51 Phil Anthony, First Selectman noted that he liked the lighting, theme and parking components of the study.
- 2.52 Chad Frost noted that consolidating parking behind buildings and eliminating driveways and adding attractive and well lit pedestrian friendly walkways could solve a lot of the parking issues.
- 2.53 Dean Rubino stated that the Fanning Park Memorial Monument should be moved to the Veterans Park.
- 2.54 Chad Frost referenced the UCONN Study that suggested eliminating parking from one side of the street.
- 2.55 A discussion followed regarding the Farmers market that use to take place in the Griswold Town Hall parking lot. It was noted that the market has not been operational or a few years.
- 2.56 Phil Anthony, First Selectman stated that the farmers market was on a weekday and the farmers arrived earlier and earlier which created parking issues with the town hall employees and people that were conducting business in the town hall.
- 2.57 It was the consensus of the committee members that the Farmers Market should be re-established somewhere within the Borough of Jewett City.
- 2.58 Phil Anthony further noted that a "new" businessmen's club has formed and they had expressed an interest in being part of the Main Street sub-committee. Phil Anthony further noted that the group suggested having "block parties."
- 2.59 Dean Rubino mentioned that there use to be a right-of-way that linked the former town hall property located on School Street that ran northerly to Ashland Street. Dean Rubino further noted that this right-of-way has "disappeared."
- 2.60 Rick Gipstein, Project Architect suggested that "side" areas could be used for block parties and the farmers market.

2.61 Lou Demicco mentioned the little league property and the hundreds of people that visit the facility.

The meeting ended at 5:30 P.M.

May 26, 2011

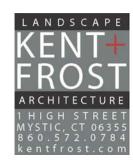
RE: JEWETT CITY MAIN STREET CORRIDOR IMPROVEMENT PLAN Stakeholder Input Session

DATE: Wednesday, June 1, 2011

TIME: 2 p.m. to 5 p.m.

PLACE: Griswold Town Hall conference room

28 Main Street, Griswold, CT 06351



Landscape Architecture
Urban Planning
Sustainable Design
Project Management

Dear Neighbor,

The Town of Griswold has contracted with KENT + FROST, Landscape Architects of Mystic, CT (K+F) to prepare a Main Street Corridor Improvement Plan for downtown Jewett City. The study and Phase One construction has been funded by the Connecticut Small Town Economic Assistance Program (STEAP). K+F is currently gathering information from project stakeholders to ensure that the plan is responsive to the needs and desires of people who live, work, and own property in the downtown project area. We are contacting you because the Griswold Tax Assessor indicates you own property on Main Street.

Our team includes an Architect, Rick Gipstein (also architect for the American Legion veteran's housing project in Jewett City) and Planner Mario Tristany (former Griswold town planner). Mario, Rick and I will be at Town Hall to answer your questions and take any input you might have on the future of Main Street and downtown Jewett City. Rick will be there from 3 – 5 to discuss building issues including façade improvements, code issues, etc. Brian and Mario will be there from 2 – 5 to discuss issues like parking, improved signage, landscaping, ideas for a riverwalk and a farmer's market. Your input on these or any other issues affecting your property and downtown will be greatly valued.

I am including a list of questions and an addressed envelope in case you cannot make the session but still want to provide input.

Thank you,

Brian Kent

Principal Landscape Architect Kent + Frost, LLC

MEETING MINUTES

PROPERTY OWNERS MEETING for the GRISWOLD/JEWETT CITY MAIN STREET PROJECT

Wednesday, June 01, 2011 from 2:00 P.M. to 5:30 P.M., Griswold Town Hall Meeting Room, 28 Main Street, Jewett City, CT.

NOTE: THE CONSULTANT TEAM "LEAD" KENT+FROST MAILED COPIES OF THE MEETING NOTICE TOGETHER WITH A QUESTIONAIRE AND A STAMPED RETURN ENVELOPE TO 27 IDENTIFIED PROPERTY OWNERS THAT OWN PROPERTY WITHIN THE DEFINED MAIN STREET STUDY AREA.

KENT-FROST ARCHITECTURE 1 HIGH STREET MYSTIC, CT 06355 860 572.0784 kentfrost.com

> Brian Kent, RLA Chad Frost, RLA

Landscape Architecture Urban Planning Sustainable Design Project Management

PRESENT: Philip Anthony representing Anthony's Ace Hardware, Victor Patel representing Country Farms, Ryan Aubin, Youth Services/Recreation Coordinator Town of Griswold, Robert Miller, Eastern Savings and Loan.

Note: A copy of the participant sign-in sheet is attached. A copy of the Property Owners list is also attached.

DESIGN TEAM: Brian Kent, Mario Tristany, Rick Gipstein.

1.0 PHILIP ANTHONY REPRESENTING ANTHONY'S ACE HARDWARE 41 A-G MAIN STREET.

- 1.1 Phil noted that parking is the main concern and main issue facing Main Street business owners and operators.
- 1.2 Phil also mentioned that aesthetics are lacking with the exception of the Slater Library and a couple other buildings.
- 1.3 Need to provide a "pleasant" experience to visitors i.e., environment, benches, plantings.
- 1.4 Need to create events sidewalk sales, food events, block party, etc.
- 1.5 How do we get people to from ball fields and the Veterans Memorial Park to the Main Street area when events are being held at these venues.
- 1.5 Concerned about the character of those that are hanging out during evening hours and at night along Main Street.
- 1.6 Phil mentioned that they are very interested in participating in a façade restoration program should one become available.

2.0 Ryan Aubin, Griswold Youth and Recreation Coordinator

- 2.1 Ryan described his responsibilities and programs/events he coordinates
- 2.2 Youthtopia at Veterans Park. Held each spring, the successful event brings hundreds of children and their families to a fun, community spirit themed festival.
- 2.3 Youth Center. The center has space constraints that limit its effectiveness. The building where it's located (Slater Mill complex) is for sale making for an uncertain future.
- 2.4 Ryan mentioned an interest in holding a downtown Block Party that would express community pride and become a draw for residents and visitors.
- 2.5 Ryan recommended contacting the Griswold Now organization for more feedback from resident business owners.

3.0 TEAM DISCUSSION:

- 3.1 Discussion with Rick Gipstein, Brian Kent and Mario Tristany took place regarding the "Architectural Aspect" of the project. Rick Gipstein thought that a list of specific questions directed at the property owners might be helpful to better understand how they might benefit from the project.
- 3.2 Do you think that your building presents the "best" face to the public?
- 3.3 Do you think that you could get a higher rent if your building was part of a unified streetscape?
- 3.4 Would façade improvements to your building better protect your building compared to its current condition?
- 3.5 Would it help you to meet with the "Design Professional" to go over some building façade ideas?
- 3.6 Would you be interested in a "one" on "one" with the "Design Professionals? Could we meet with you to talk about your building?
- 3.7 Brian Kent stated that we need to "target" the buildings that we want to reach. We also need to tell them what the benefits are to a façade program.

4.0 VICTOR PATEL REPRESENTING J V PATEL, LLC COUNTRY FARMS CONVENIENCE STORE, 66 MAIN STREET.

- 4.1 Victor noted that their store has been operating for 12 years in the Borough of Jewett City.
- 4.2 Would like to see "more residential" in the downtown area and a higher class of renters occupying the upper floors of the buildings.

- 4.3 Have seen "ups and downs" within the downtown area. Much of the population is welfare oriented and this presents problems.
- 4.4 Their store currently takes food stamps and they are trying to get other similar programs established.
- 4.5 Parking is a main issue. Most people are not aware of the parking that exists behind a lot of the buildings. Victor cited the Jewett City Pharmacy, and the Post Office as examples.
- 4.6 Victor noted that the Jewett City Savings bank was looking for employee parking and had spoken to them about the area behind their store.
- 4.7 Victor was asked if they would consider giving up one of their parking spaces to make landscaping improvements to allow for "green space" and "trees."
- 4.8 Victor stated that he liked the "idea" of street benches and that they would work as long as they are "supervised."
- 4.9 Brian Kent Team member noted that we need to "find" parking behind buildings especially for the town hall.

5.0 ROBERT MILLER, MANAGER EASTERN SAVINGS BANK, 1 SLATER AVENUE, JEWETT CITY, CT

- 5.1 A discussion ensued regarding "Street Banners" and how they typically work in in terms of design, size, location and advertising.
- 5.2 Brian Kent noted that they can be any size but typically they are 2.5 ft. by 6 ft. and placed on a 20 ft. pole. The "sponsor" panel is typically 12 in. by 18 in. with the sponsor's logo.
- 5.3 Bob Miller noted that because Route 12 is a State road, the placement of banners could create problems with the CT Dept. of Transportation.
- 5.4 Bob Miller mentioned the Greater Norwich Chamber of Commerce and the Southeastern CT Chamber of Commerce and the new "Griswold Now" Business Group. Bob noted that this new group has about 15 members and another 20 to 25 want to become involved.
- 5.5 Bob Miller mentioned that the Griswold Now group are planning a "beautification" Program for this coming October.
- 5.6 Brian Kent noted that the October beautification program could be in phase with the October / November Jewett City Main Street Program.
- 5.7 Bob Miller noted that the Griswold Youth Services Program is planning to help with the beautification program planned for October.

- 5.8 Bob Miller also mentioned the Griswold Businessmen's Club that has been in existence for quite a number of years.
- 5.9 Mario Tristany Team Member stated that he recalled the group and would check with the Griswold first selectmen's office to ascertain if the group was still in existence.
- 5.10 Bob Miller noted that he sits on the Youth Service Board of Directors.
- 5.11 Rick Gibstein, Project Architect suggested giving the "Youth Group" a "task" such as planting and maintaining the flowers and planters.
- 5.12 Bob Miller re-iterated his previous statement regarding the importance of the American Legion project.
- 5.13 Rick Gipstein, Project Architect for the American Legion Project noted that the Project will cost approximately \$5 Million.
- 5.14 Bob Miller referenced the "Restaurant & Entertainment District in Danbury, CT and And further mentioned that parking for the district was in a Rite-Aid parking lot for a \$2.00 fee.
- 5.15 Bob Miller also noted that Willimantic, CT also has an "Entertainment District."

The meeting ended at 5:30 P.M.



Fown of Griswold



28 Main Street Griswold, &T 06351 Phone (860) 376-7060, Fax (860) 376-7070

GRISWOLD ECONOMIC DEVELOPMENT COMMISSION REGULAR MEETING

MINUTES JUNE 15, 2011 GRISWOLD TOWN HALL

I. REGULAR MEETING (7:00 P.M.)

1. Call to Order

Chairman Thomas Giard, Jr. called this regular meeting of the Griswold Economic Development Commission to order at 7:00 p.m.

2. Roll Call

Present: Chairman Thomas Giard, Jr., Jetmore Paul Lach, Chris Hargus, Town Planner Carl Fontneau,

and Recording Secretary Donna Szall.

Absent: Vice Chairman Melvin, Matthew Baber

Also Present: Brian Kent of Kent & Foster, Mario Tristany, Stadia Engineering

3. Determination of Quorum

T. Giard stated that there is a quorum for this regular meeting of the Economic Development Commission.

4. Approval of Minutes

- A. Minutes of Regular Meeting of April 20, 2011
- T. Giard asked for any corrections or omission. P. Lach made a motion to accept the minutes. C. Hargus seconded the motion. All were in favor. The motion carried.

5. Correspondence

There was no correspondence.

6. Workshop

A. Discussion of Main Street Corridor Plan

T. Giard asked C. Fontneau to lead them through this item. C. Fontneau stated that there is a presentation by Kent & Frost regarding the Main Street Corridor regarding the first month's work.

Brian Kent. Kent & Frost made his presentation explaining that they have been doing mapping and surveying. He stated that he has interviews with people in the community and business owners. He showed the commission photographs of Willimantic and Putnam who have had Main Street projects that have incorporated a theme unique to their communities. He explained that the designers selected street furniture: lighting, banners, railings, and paving, and incorporating industrial artifacts as works of art onto the street, flower gardens and hanging baskets as well as interpretive signs for historical areas in Willimantic.

- P. Lach asked if the banners were ever used for advertising. B. Kent explained that a sponsor panel hangs below the banners that help to pay for the banner which is a civic promotion such as a seasonal event or the town's slogan. There was discussion of this matter including that the have one property owner on Main Street that he wants to redo the façade of his business and be the trial model of how downtown can look.
- T. Giard asked if they would be providing a representation of the buildings on Jewett City Main Street that the property owners can look to see what their building could look like. B. Kent explained that their job was to provide guidelines for the façade program in a document to tell you how to go about doing it. He stated that it was not in their budget since that representation would require to-scale measurements of each building as well as the new rendering. There was discussion of this matter.
- B. Kent showed photographs of Putnam and explained that the Putnam businesses have symbolic signs for free parking public restrooms, and dining and have established arts and entertainment area as well as a dedicated farmer's market pavilion. B. Kent cited an example of using an old bicycle as a flower planter chained to a tree; he stated that it was an example of not having to spend a lot of money. He stated that Putnam has a directory of businesses with special districts below such as is used in shopping malls. Marion Tristany stated that the banners are on regular utility poles and not period utility poles. B. Kent stated that the town sacrificed a few parking spaces to private businesses in order to allow for where there is walled patio al fresco dining that was extended into pavement of Main Street of Putnam. B. Kent explained these types of improvements can work well for Jewett City Main Street. He stated that this was not an expensive design.
- T. Giard suggested that Kent and Frost make a few phone calls to find out what arrangements were made between the private owners and the municipality who owns the street. B. Kent stated that he will make those calls. C. Fontneau stated that Bill Andrziecik, VP of the Jewett City Bank lives in Putnam and was on Putnam's Main Street steering coming. P. Lach stated that there is a corner near Arremony Bakery. B. Kent stated that the stores put up individual banners as well. There was discussion of this matter including that the alley between Arremony and Uncle Kranky's Cafe would make a fine patio area
- P. Lach stated that there are vegetable stands such as Campbell's. B. Kent stated that many farmers are stretched out be at a farmer's market.
- B. Kent stated that regarding benches, some business owners were not for benches since it would encourage loitering; other owners were not opposed to benches for their customers. He stated that there was not enough for teens to do downtown. He stated that most people were in favor of landscaping but many people did not want a tree at their business. B. Kent explained the Country farms did not want a tree since it would have to give up a parking space. He stated that people wanted signage to direct people to parking and such; and to have an arts and entertainment district.
- B. Kent stated that regarding the façade program, Massy Insurance was going to do something with the façade of his building. B. Kent stated that the summer bike patrols are popular and a good public

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relations tool for the community. He stated that Griswold residents go to Jewett City for take-out, banking and the post office. T. Giard stated that we don't have much retail but we need to offer them something. B. Kent stated that they can go the restaurant and stay because there is outdoor seating or walk the river walk. There was discussion of this matter.

- B. Kent stated he spoke to Victor Patel at Country Farms and they were concerned about losing their fence advertising and parking spaces. T. Giard stated that if the property can be linked by parking at the back. B. Kent stated that they felt that their exposure is for drive by impulse buying; and that they use the store as a grocery store and no one would park behind the building. T. Giard stated that if they made their store more food oriented to have people shop at Country Farm. P. Lach suggested that the Country Farms sell fresh produce to provide attract more people. There was discussion of this matter including combining a theme with the Jewett City Pharmacy and Country Farms.
- B. Kent stated that the Rite Aid Pharmacy is not for sale, but that they are looking for a tenant for the other two spaces in that building. There was discussion of this matter.

He stated that Phil Arremony stated that his landlord was trying to make changes to the building, but that there was a give and take on property lines at the corner of the bakery, he stated that that Phil Arremony has in his lease to be able to put outdoor seating on that corner of the parking lot on Main Street. B. Kent stated he wanted to speak to Andy Soulor who is the owner of the Finn Block may be interested in this project as well as Lai Metzger who owns the bakery building. There was discussion of this matter.

- B. Kent gave a report of the approach to themes and branding for Jewett City that was founded on textile industry and hydropower of the dams; utilizing the industrial aspect. T. Giard stated that there is a veterans park at one end of the town and the new veterans housing at the entrance to town, to have a veterans theme, like a veteran's river walk and have a veterans or military display in the old nurses building when it become available. B. Kent stated that the theme should be something that will attract people to visit the town. T. Giard suggested a patriotic approach that included the veterans' river walk and museum. B. Kent stated that it could be heritage river Trail and Jewett City as a Heritage River Town and that Jewett City was a small town with a big <u>HEART</u>. He suggested putting public art out on to the street. He was looking to tie the history, the culture, and public art because people take notice. There was discussion of this matter including that Arremony Bakery with an outdoor patio with a door and awning at Main Street would take notice.
- B. Kent stated that many people visit a community through the internet and that the town web site doesn't represent the town; there should be content that sends a positive message about the Town and it should be stronger. C. Fontneau stated that this commission has a contractor evaluate the website and considered changes then and go in a more economic development direction that was different that the public notice direction; and that there was no time or money to devote to the website and should funding be available to improve it. B. Kent stated that the website should include enthusiasm for Jewett City as well as Griswold. There was discussion of this matter.
- B. Kent stated that they will commence the concept plan with a list of improvement to get something going this summer. He stated that the general concept plan to allow for phase one improvements by the middle of July and to procure benches, planters, etc. He stated that he would like to initiate the target façade design and proceed with that for Massey Insurance and Arremony that would make a big impact on the town. There was discussion of this matter.
- C. Fontneau explained how the contract was structured for \$80,000 for the commitment for a durable plan with content for a vision of how things should go; \$120,000 for things to be installed. He stated that Kent and Frost did it for \$73,500 and to have some flexibility for things beyond what was specified in the \$73,500 as they came up so we did not have to modify the contraction up to 80,000. He stated

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that the state contract could be modified so that the \$120,000 could be split into smaller amounts; so there could be monies available for Kent and Frost to develop a façade representation to show to business owners. He asked the EDC for permission to work with Brian on some of the small modifications for the façades for Main Street. There was discussion of this matter.

- T. Giard stated that funds should be used to produce art renderings of a property owner's building be added to the package since many people are not good at visualization; there should be a description plus a rendering to create a vision. B. Kent stated that the rendering should be realistic to give the owners to the actual conditions of the property that can actually be done. He stated that there is real expense with facades because it is brick and mortar. T. Giard stated that we should spend a little more to get some renderings. P. Lach and C. Hargus supported that idea of renderings of the buildings. C. Fontneau stated that is three endorsements of the renderings. There was discussion of this matter including café awnings over the windows of the Arremony building.
- C. Fontneau stated that there may be resistance to having parking on private property being public property. He stated that there should be STEAP grants or other funding to acquire private land to be owned by the municipality for parking on both sides of the street with access and with maintenance and plowing. P. Lach stated that people don't understand where the funding is coming for this project and that their taxes will increase. T. Giard stated that when the first phase is developed, there can be a meeting with a public display and invite the press. There was discussion of this matter.
- T. Giard thanked Brian Kent and Mario Tristany.
 - B. Submission under MDP
- C. Fontneau explained that they sent up a letter work project under the MDP for 226 East Main Street, but it was would not be happing per Nelson Tereso of the State. He stated that it was suggested that there be a revolving loan fund at 0 percent for \$250,000 that would be paid off when the property is sold. C. Fontneau explained that we have part of the demolition funds with the modification of the state bond commission and so demolition funds can be used for this purpose. The BOS endorsed the STEAP grant for the demolition and the revolving loan fund for the façade improvement program. He stated that the demolition project for the MDP will not happen. He stated he can start a project for land acquisition for the main street action area through the MDP, possibly Wyre Wynd and Slater Mill. There was discussion of this matter.
 - **C.** Discussion and action on two support letters for STEAP grants.
- C. Fontneau stated that the EDC should endorse a STEAP grant for the demolition of a grant for road improvement and drainage money to replace \$500,000 taken out of the town budget and a third item would be for the façade improvement program; so he needs three endorsements in three letters from the EDC. T. Giard stated that the BOS would make the final decision and asked how much money. C. Fontneau stated that it was \$223,000 for the demolition or \$250,000 loan. There was discussion of this matter.
- T. Giard asked for a motion. P. Lach made a motion to support a three tier STEAP grant approach with the final two being picked by the BOS for the tow primary projects of demolition of 226 East Main Street and the road and drainage improvement money and a secondary project is the façade improvement program start up money. C. Hargus seconded the motion. All were in favor. The motion was carried.
 - **D.** Report of activity from the Space Needs Committee
- T. Giard stated that the June meeting of the Space Needs Committee was canceled. C. Fontneau stated that if there will be an evaluation of the Haven Health Care facility for town activities. T. Giard stated

yes, and he will try to push the issue. There was discussion of this matter including that the seniors don't want to move from their location and the youth center should be closer to the school.

E. Status review for commercial projects

- C. Fontneau stated that you can read it in the read-a-long. T. Giard asked about the landscaping company. C. Fontneau stated that that was approved and has a pending building permit and the powder coating facility is pushing for a co but still needs to complete the landscaping and dumpster enclosures. C. Fontneau stated that the hotel on Preston Road has a month to file their paperwork within 270 days; otherwise, they will have to reapply because there is no provision for an extension. There was discussion of this matter.
- T. Giard asked if there was anything else. C. Fontneau state that South Wyre will meet in probate with the owner of Wyre Wynd for land use restrictions to resolve the clean up of that site; and to remind the owner that there are benefits that the state and town that new owners and developers can use for that site.

7. Adjournment

T. Giard asked for a motion to adjourn. C. Hargus made a motion to adjourn. P. Lach seconded the motion. All were in favor. The meeting adjourned at 8:50 p.m.

Respectfully submitted,

Donna M. Szall Recording Secretary



Cown of Griswold



28 Main Street Griswold, & C 06351 Phone (860) 376-7060, Fax (860) 376-7070

GRISWOLD ECONOMIC DEVELOPMENT COMMISSION PUBLIC INFORMATIONAL MEETING & SPECIAL MEETING

Unapproved MinutesFOR DISCUSSION ONLY

MINUTES OCTOBER 27, 2011 GRISWOLD TOWN HALL

I. PUBLIC INFORMATIONAL MEETING (2:00 P.M.)

Chairman Thomas Giard called this public informational meeting to order at 2:05 p.m. Carl Fontneau introduced Brian Kent of Kent & Frost, Rick Gipstein of Lindsay, Liebig & Roche, and Mario Tristany of Stadia Engineering.

Brian Kent explained the Jewett City Main Street Corridor Streetscape Draft Plan that included the Streetscape design for a Slater/Main Gateway and an Ashland/Main Gateway, Façade Program, Parking Plan, Signage, River Walk, Lighting, Landscaping, Crosswalk Design, Flags, Banners, Information Kiosks and Thematic Branding and a Farmers Market. He explained that Phase I included some benches, planters, trash bins and American Flags from South Main Street to Veterans Memorial Park.

Rick Gipstein explained the façade program proposed for the Jewett City Main Street and that the goal was to assist owners to improve their mains tree facades to create a harmonious Main Street and to enhance Jewett City's economic viability and creation a downtown density for more foot traffic. He explained the challenges of implementation such as cost to improve buildings, maintenance of existing businesses to remain open during restoration or reconstruction, more appropriate signage to attract business customers, inertia of building owners to become involved in a façade program, design requirements to restore buildings, outreach to business and building owners, the use of design standards for the area, and zoning regulations to deal with façade programs and lastly designed assistance programs for owners. He explained the pilot façade for the Masse Building.

Brian Kent explained a future Vision Plan that would include possible in-fill buildings, additional Municipal Parking, a River Walk from Ashland Street to Slater, Avenue and a Farmers Market.

There were comments made from Steve Mikutel, Selectman to prioritize the plan and finding funding to help business and property owners for the project. Tom Giard asked that there be a list of prices for the suggestion in the plan. Brian Kent stated that there will be a general budget presented with a preferred priority list. Tom Giard stated that the River Heritage Community Theme should be applied to the buildings on Main Street. John Connelly asked about continuation of the grants. Carl Fontneau explained that the Borough can apply for Small City Block Grants to help with this plan. Jaime Corporaso stated that she would like to see outdoor cafes as well as WiFi for the Borough.

Brian Kent asked the audience to look over the materials showing the various stages of the Main Street project.

October 27, 2011

Tom Giard closed the information meeting at 3:50 pm.

II. SPECIAL EDC MEETING (2:00 P.M.)

1. Call to Order

Chairman Thomas Giard, Jr. called this special meeting of the Griswold Economic Development Commission to order at 4:15 P.M.

2. Roll Call

Present: Chairman Thomas Giard, Jr., Paul Lach, Town Planner Carl Fontneau, and Recording

Secretary Donna Szall.

Absent: Vice Chairman Melvin Jetmore, Chris Hargus, Matthew Baber

3. <u>Determination of Quorum</u>

T. Giard stated that there was no quorum for this special meeting of the Economic Development Commission.

4. Adjournment

T. Giard asked for a motion to adjourn. P. Lach made a motion to adjourn. T. Giard seconded the motion. All were in favor. The meeting adjourned at 4:15 p.m.

October 27, 2011

Respectfully submitted,

Donna M. Szall Recording Secretary

MAINSTREET/ASHLAND/TILLEY INTERSECTION EVALUATION

DLS Traffic has completed its evaluation of traffic flow and recommendations for the Main Street (Route 12)/Tracy Avenue/Ashland Street signalized intersection. Our evaluation is Subtask 2G of the Main Street Corridor and Streetscape Improvement Master Plan in Griswold, Connecticut. This report will briefly discuss the volume development, capacity/queuing analysis and recommendations developed for the subject evaluation.

Volume Development – Intersection volumes were taken from the Jewitt City Traffic Study. The Jewitt City volumes were collected in 2008. The top portion of Figure 1 graphically depicts the 2008 turning movement volumes at the study intersection. The a.m. peak hour volumes are shown followed by the p.m. peak hour volumes in parentheses.

Based on discussion with ConnDOT staff, a 1.5% annual traffic volume growth rate was used to project volumes to the 2013 design year. The lower portion of Figure 1 depicts the 2013 volumes for the Main Street (Route 12)/Tracy Avenue/Ashland Street intersection.

Capacity/Queuing Analysis – Capacity/Queuing analyses were completed with a.m. and p.m. peak hour volumes under the following conditions:

- § 2008 Volumes, Existing Geometry, Existing Phasing
- § 2013 Volumes, Existing Geometry, Existing Phasing
- § 2013 Volumes, Existing Geometry, Add Southbound Advance Phase
- § 2013 Volumes, Add Southbound Left Turn Lane, Existing Phasing

The capacity/queuing analyses are summarized in Table 1 and the HCS (Highway Capacity Software) signalized intersection results summary sheets are attached. As shown in Table 1, the study intersection operates at level of service "A" during both peak hours with 2008 and 2013 volumes. Main Street approaches operate at level of service "A" and the side streets (Tracy Avenue and Ashland Street) operate at level of service "C."

The southbound approach 95th percentile queue is

35 feet with 2008 volumes and 42 feet with 2013 volumes. The space between the Main Street/Tracy Avenue/Ashland Street intersection and the Main Street/North Main Street/East Main Street intersection is 110 feet. Therefore, the queues from the study intersection will not block East Main Street the majority of the time during peak hours.

The queues shown in the attached HCS signalized intersection results summary sheets are in terms of vehicles. The queues shown in Table 1 are in feet and are obtained by multiplying 22 feet per vehicle.

Table 1 shows that the addition of a southbound advance phase to assist left turns into Ashland Street adds incremental delay and increases the southbound queue slightly. Because the added advance phase does not improve intersection operation, it is not recommended.

There is limited right of way at the study intersection. However, by eliminating parking at on Main Street (Route 12) within approximately 100 feet of the intersection and restriping the center line three feet to the east, the southbound approach can be restriped to two 11-foot lanes. The northbound approach would also be 11 feet wide. The southbound left lane would be an exclusive left turn lane. Analysis of the restriped intersection shows level of service "A" operation during both peak hours. However, there is no significant improvement over operations with existing geometry and phasing. The benefit of restriping is not significant enough to warrant its implementation.

Recommendation – Based on the analyses included in this evaluation, it is recommended that the existing geometry and phasing of the Main Street (Route 12)/Tracy Avenue/Ashland Street intersection remain. The bumping out of the sidewalk on Main Street (Route 12) can be accommodated with no significant impact to signal operations. Possible bumping out of the sidewalk will shorten the pedestrian crossing and reduce pedestrian crossing times. Queuing on the southbound approach will not significantly impact East Main Street.

TABLE 1 - SUMMARY OF CAPACITY AND QUEUING ANALYSES

Main Street (Route 12) at Tracy Avenue and Ashland Street Griswold, Connecticut

		Level of Service (L.O.S.)/Control Delay (Sec)/Queue (Ft)			
CONDITION	MOVEMENT	A.M. Peak Hour	P.M. Peak Hour		
2008 Volumes Existing Geometry Existing Phasing	Main Street (Rte 12) - NB Main Street (Rte 12) - SB Tracy Avenue - EB Ashland Street - WB INTERSECTION	A / 3.4s / 13 ft. A / 4.5s / 35 ft. C / 29.3s / 4 ft. C / 29.3s / 48 ft. A / 9.3s	A / 5.3s / 55 ft. A / 4.6s / 35 ft. C / 29.0s / 7 ft. C / 32.8s / 53 ft. A / 8.9s		
2013 Volumes Existing Geometry Existing Phasing	Main Street (Rte 12) - NB Main Street (Rte 12) - SB Tracy Avenue - EB Ashland Street - WB INTERSECTION	A / 3.7s / 15 ft. A / 4.9s / 42 ft. C / 28.7s / 4 ft. C / 32.7s / 53 ft. A / 9.6s	A / 6.0s / 66 ft. A / 5.1s / 42 ft. C / 28.4s / 9 ft. C / 32.4s / 57 ft. A / 9.4s		
2013 Volumes Existing Geometry Add SB Advance Phase	Main Street (Rte 12) - NB Main Street (Rte 12) - SB Tracy Avenue - EB Ashland Street - WB INTERSECTION	A / 7.3s / 29 ft. A / 5.4s / 46 ft. C / 28.7s / 4 ft. C / 32.7s / 53 ft. B / 10.8s	B / 11.6s / 117 ft. A / 5.4s / 44 ft. C / 28.4s / 9 ft. C / 32.4s / 57 ft. B / 12.3s		
2013 Volumes Add SB Left Turn Lane Existing Phasing	Main Street (Rte 12) - NB Main Street (Rte 12) - SB Left	A / 3.7s / 15 ft. A / 4.1s / 4 ft. A / 4.6s / 37 ft. C / 28.7s / 4 ft. C / 32.7s / 53 ft. A / 9.4s	A / 6.0s / 66 ft. A / 7.9s / 7 ft. A / 4.6s / 35 ft. C / 28.4s / 9 ft. C / 32.4s / 57 ft. A / 9.3s		

UTILITY POLE INVENTORY

The following table lists utility poles in the project area according to ownership. If a pole has been designated for a banner, the letter "B" is placed in the column corresponding to the pole's owner. The same correlation applies to poles designated for flags – "F". The # refers to the actual pole number imprinted on a metal tag attached to the pole. Certain poles including traffic signal strain poles and street light poles on the Rte 12 bridge do not have numbered tags.

Street	#	ATT	CL&P	SNET	JCELP	SPAN	DOT
Ashland St.	31	F					
	32	F					
	33	F					
	34	F F					
	35	F					
	36	F					
Rte 12 bridge	1259		F				
& Adjacent	?			F			
North Landing	12				В		
	?-1						В
	?-2						В
	?-3						В
	?-4						В
	?-5						В
	?-6						В
Slater Ave	1258		В				
	346			В			
	347			В			
Main St.	877			F			
	878			F			
	879			F			
	880			F			
	881			F			
	882			F			
	883			F			
	884			F			
	885			F F F			
	886			F			
	?					F	
	?					F	
	137			F			
North Main St.	38			В			
	39			В			
	40			В			
East Main St.	888			В			
	889			В			
	890			В			

F - FLAG
B - BANNER
? - NO DATA
SPAN - SIGNAL
POLE

<u>TOTAL:</u> F = 21

B = 16